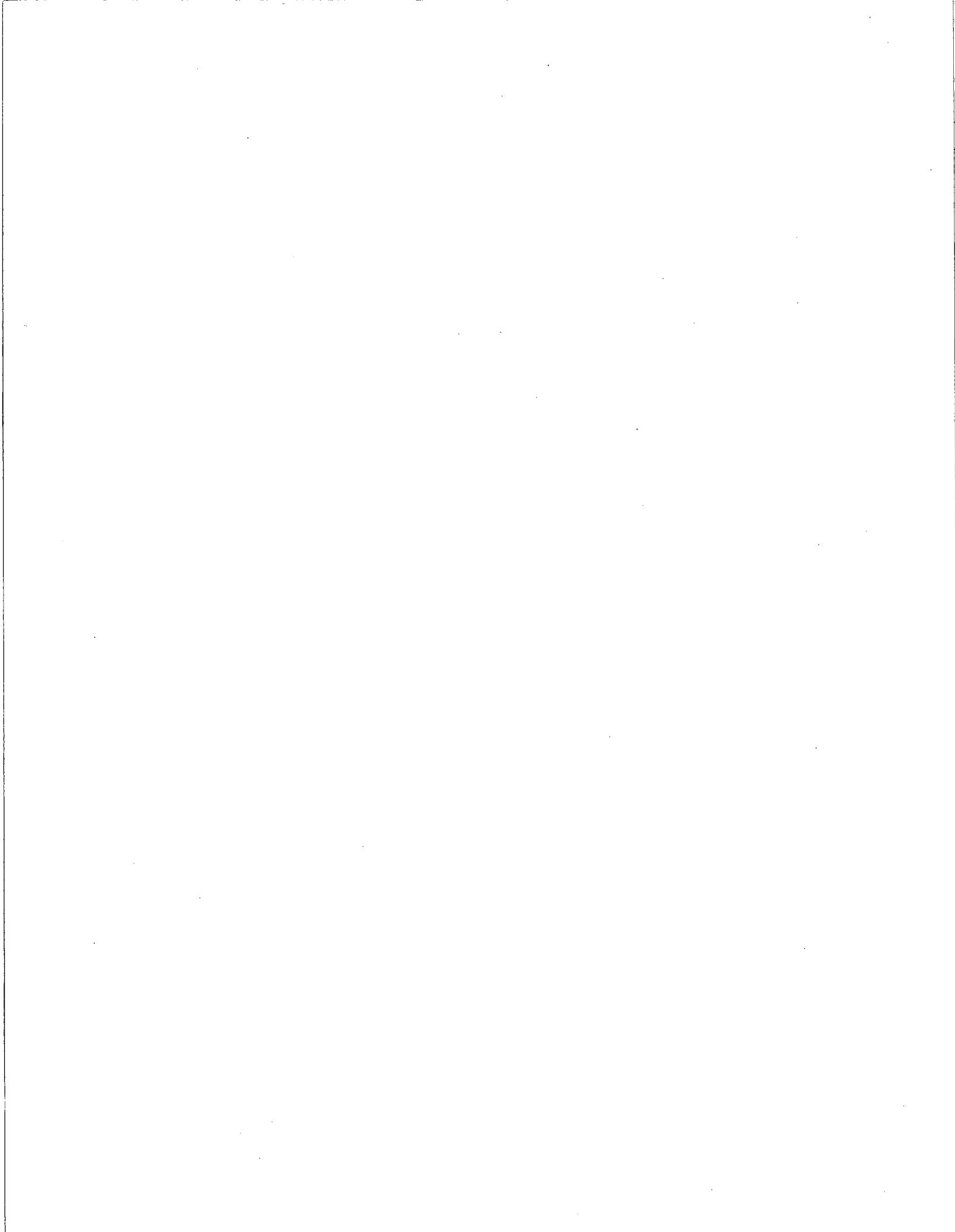


Attachment 2

**Draft Resolution
of the Local Agency Formation Commission
of Monterey County
Adopting Findings of Fact and a Statement
of Overriding Considerations
for the Salinas-Ag Industrial Center (“Uni-Kool”)
Sphere of Influence Amendment and Annexation**



THE LOCAL AGENCY FORMATION COMMISSION
OF MONTEREY COUNTY

RESOLUTION NO. 10-

**RESOLUTION OF THE LOCAL AGENCY FORMATION COMMISSION
MAKING RESPONSIBLE AGENCY FINDINGS OF FACT
AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS PURSUANT
TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT,
FOR THE SALINAS-AG INDUSTRIAL CENTER ("UNI-KOOL")
SPHERE OF INFLUENCE AMENDMENT AND ANNEXATION
(LAFCO FILE NO. 10-02)**

RESOLVED, by the Local Agency Formation Commission of Monterey County, State of California, that

WHEREAS, an application to update the Sphere of Influence of, and annex lands to, the City of Salinas and the Monterey Regional County Sanitation District, and to detach lands from the Monterey County Regional Fire Protection District and the Resource Conservation District of Monterey County was heretofore filed and accepted for filing by the Executive Officer of this Local Agency Formation Commission on February 26, 2010, pursuant to Title 6, Division 1, commencing with Section 56000, et seq. of the Government Code; and

WHEREAS, the Local Agency Formation Commission, pursuant to Government Code Section 56428(b), set March 29, 2010 as the hearing date on the Sphere of Influence amendment and the annexation to the City of Salinas and gave the required notice of hearing; and

WHEREAS, the public hearing by this Local Agency Formation Commission was held upon the date and at the time and place specified in said notice of hearing and in any order or orders continuing such hearing; and

WHEREAS, the Executive Officer has reviewed this proposal and prepared a report, including recommendations on the adoption of a statement of overriding considerations regarding significant unavoidable impacts disclosed in the Environmental Impact Report (EIR) for Salinas-Ag Industrial Center, and has furnished a copy of this report to each person entitled to a copy; and

WHEREAS, the City of Salinas served as lead agency for the environmental review and analysis of the project pursuant to the requirements of the California Environmental Quality Act (CEQA); and

WHEREAS, the Local Agency Formation Commission of Monterey County had more limited approval and implementing authority over the project and thus served as a responsible agency for the project pursuant to the requirements of CEQA; and

WHEREAS, the City of Salinas, acting as lead agency, and the Local Agency Formation Commission, acting as responsible agency, determined the Final Program Environmental Impact Report for the Salinas-Ag Industrial Center has been completed in compliance with CEQA ; and

WHEREAS, the Local Agency Formation Commission, acting as a responsible agency, weighed the evidence presented at said public hearing, including the Executive Officer's Report together with the record of environmental review together with public comments on said document and responses thereto, and evidence made a part of the administrative record and public testimony presented at the public hearing; and

WHEREAS, the Final Program EIR dated November 29, 2010 has been presented to the Local Agency Formation Commission, acting as a responsible agency, and is hereby incorporated by reference into this Resolution; and

WHEREAS, the Final Program EIR dated November 29, 2010 contains mitigations which reduce the impacts of the proposal and these mitigations are enforced by the City of Salinas and other public agencies other than the Local Agency Formation Commission; and

WHEREAS, the Local Agency Formation Commission, acting as a responsible agency, has independently reviewed and, analyzed all reports or declarations required by Division 13 of Chapter 2.6 of the Public Resources Code; and

WHEREAS, pursuant to CEQA and the State CEQA Guidelines section 15096, the Local Agency Formation Commission has certain obligations as a responsible agency for the project and its implementation; and

WHEREAS, the Local Agency Formation Commission has reviewed and considered the Environmental Impact Report, the comment letters submitted on the project, the City of Salinas' written findings and Statement of Overriding Considerations, the Mitigation Monitoring and Reporting Program adopted by the City of Salinas, and all other related documents; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred;

NOW, THEREFORE, the Local Agency Formation Commission of Monterey County does HEREBY RESOLVE, DETERMINE AND ORDER as follows:

SECTION 1. Compliance with the California Environmental Quality Act. As the decision-making body for the Local Agency Formation Commission of Monterey County,

and in the Local Agency Formation Commission's limited role as a responsible agency under CEQA, the Commission has received, reviewed, and considered the information contained in the Final Program EIR for the Salinas-Ag Industrial Center prepared for the Salinas Future Growth Area project, the Initial Study; the Draft Program EIR; all comment letters, and other related documents. Based on this review, the Commission finds that, as to those potential environmental impacts within the Commission's powers and authorities as responsible agency, that the EIR for the project contains a complete, objective, and accurate reporting of those potential impacts and reflects the independent judgment and analysis of the Commission.

SECTION 2. Findings on Environmental Impacts and Statement of Overriding Considerations. In its limited role as a responsible agency under CEQA, the Local Agency Formation Commission finds that there are no feasible alternatives to the proposed project which would avoid or substantially lessen the project's potentially significant environmental impacts but still achieve most of the project's objectives. The Commission further finds that there are no additional feasible mitigation measures within the Commission's authority which would eliminate or reduce the project's potentially significant impacts to a level of less than significant. The Commission further finds that the Statements of Overriding Considerations are supported by substantial evidence and that each Overriding Consideration outweighs the project's potentially significant impacts. As such, the Commission concurs with the environmental findings and the Statements of Overriding Considerations which are attached hereto as Exhibit "A" and Exhibit "B," and therefore the Commission adopts those findings and Statement of Overriding Considerations and incorporates them herein.

SECTION 3. Consideration of EIR. The Local Agency Formation Commission hereby considers the associated Environmental Impact Reports prepared for the project and certified by the lead agency, City of Salinas, and finds that those Environmental Impact Reports reflect the Local Agency Formation Commission's independent judgment and analysis.

SECTION 4. Mitigation Monitoring and Reporting Program. The Local Agency Formation Commission has considered the Mitigation Monitoring and Reporting Program prepared for the project and approved by the City of Salinas, acting as lead agency. The Mitigation Monitoring and Reporting Program is enforced by the City of Salinas and other public agencies other than the Local Agency Formation Commission

SECTION 5. Notice of Determination. The Local Agency Formation Commission hereby directs staff to file a Notice of Determination with the County Clerk in the County of Monterey and also with the Governor's Office of Planning and Research within five (5) working days of the approval of the project.

SECTION 6. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the offices of the Local Agency Formation Commission of Monterey County, 132 W. Gabilan Street, Suite 102, Salinas, CA 93901.

SECTION 7. Execution of Resolution. The Executive Officer for the Commission shall sign this Resolution and shall attest and certify to the passage and adoption thereof.

UPON MOTION OF Commissioner _____, seconded by Commissioner - _____, the foregoing resolution is adopted this 29th day of March, 2010 by the following vote:

AYES: _____ Commissioners

NOES: _____ Commissioners

ABSTAIN: _____ Commissioners

Simón Salinas, Chair
Local Agency Formation Commission of Monterey County

ATTEST: I certify that this resolution is a true and complete record of said Commission's actions.

Witness my hand this ____ day of March, 2010

By: _____
Kate McKenna, AICP, Executive Officer

**CEQA FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS OF
THE LOCAL AGENCY FORMATION COMMISSION OF MONTEREY COUNTY FOR THE
SALINAS AG-INDUSTRIAL CENTER (“UNI-KOOL”)
SPHERE OF INFLUENCE AMENDMENT AND ANNEXATION
(LAFCO FILE NO. 10-02)**

I. INTRODUCTION

The City of Salinas (hereinafter “City”), as lead agency, prepared an Environmental Impact Report (hereinafter “EIR”) for the Salinas-Ag Industrial Center Specific Plan Project (hereinafter “proposed Project” or “Project”). In its entirety, the documents consists of the July 13, 2009 Draft EIR (hereinafter “Draft EIR” or “DEIR”) and the January 19, 2010 Final EIR (hereinafter “Final EIR” or “FEIR”) (State Clearinghouse No. 2008041171).

The Local Agency Formation Commission of Monterey County (hereinafter “LAFCO”), had more limited approval and implementing authority over the project and thus served as a responsible agency for the project pursuant to the requirements of CEQA.

As described in the EIR, the Salinas-Ag Industrial Center Specific Plan Project includes proposed development of the 257-acre project site (hereinafter “Plan Area”) with agricultural industrial related uses. Approximately 240 of the 257-acre Plan Area is located in unincorporated Monterey County (hereinafter “County”) adjacent to the southern city limits of Salinas.

LAFCO’s discretionary approval is limited to a portion of the Project, specifically for an amendment to the City’s Sphere of Influence and the annexation of the 240 acres, and adjacent road rights-of way, to the City. LAFCO’s approval also included an amendment to the Sphere of Influence and annexation to the Monterey Regional County Sanitation District, and the detachment of these lands from the Monterey County Regional Fire Protection District and the Resource Conservation District of Monterey County.

These findings, as well as the accompanying statement of overriding considerations in section XI *infra*, have been prepared in accordance with the California Environmental Quality Act (hereinafter “CEQA”) (Pub. Resources Code, § 21000 et seq) and it’s implementing guidelines (hereinafter “CEQA Guidelines”) (Cal. Code Regs., tit. 14, § 15000 et seq) The findings relate to the entirety of the proposed Project, and are not limited to the portion of the Project that is under LAFCO’s discretionary authority.

II. DEFINITIONS AND ACRONYMS

Like the EIR itself, these findings use a number of acronyms. Key acronyms are defined the first time they are introduced in the text of this document.

III. PROJECT DESCRIPTION

A. Location

The majority of the 257-acre Plan Area is located in the unincorporated County adjacent to the southern city limits of Salinas. The Plan Area is bordered by Abbott Street on the northeast, Harris Road to the southeast, cultivated agricultural land located within the County on the southwest, and existing industrial development located within the City on the northwest. The Plan Area consists of three Assessor's parcel numbers: 177-133-004, 177-133-005, and 177-133-007. Parcel 177-133-004, which is approximately 17 acres in size, fronts on Abbott Street and is presently within the city limits. The remaining two parcels totaling 240 acres are located within the County. (DEIR, p. S-1)

B. Overview

The project is the proposed development of the 257-acre Plan Area with agricultural industrial related uses. Future development would occur consistent with guidance provided in the Salinas-Ag Industrial Center Specific Plan (hereinafter "Specific Plan"). The Specific Plan includes development guidance in the form of land use, design, development regulations, circulation and transportation planning, resource management, infrastructure, and implementation and financing, consistent with content requirements in California Government Code section 65451.

The project applicant is seeking a general plan amendment to change the existing City and County agricultural land use designations to General Industrial. Rezoning/prezoning approvals are needed to ensure consistency with the proposed land use designation. In addition, approval of a master parcel map that would divide the Plan Area into five master parcels is being sought. With the exception of the rezoning approval, all initial City approvals are conditional and become final only upon the Monterey County Local Agency Formation Commission's subsequent action to approve annexation of the unincorporated 240 acres of the Plan Area to the City.

The Plan Area would be developed specifically with agricultural related industrial uses. The Specific Plan identifies two proposed land uses that are consistent with the proposed General Industrial land use designation: Agricultural-Industrial and Abbott Street Frontage Zone.

The 240-acre unincorporated portion of the Plan Area is to be classified as Agricultural-Industrial. Allowed uses include agriculture processing, agriculture processing related uses, and/or uses that support agricultural related industries. A number of classes of General Industrial uses that are not compatible with agricultural related uses are not permitted.

Two proposed uses within the Agricultural-Industrial classification do not currently exist in the City: Major Agricultural Processing and Minor Agricultural Processing. Major Agricultural Processing uses are generally those that alter raw produce (such as fruits or vegetables) into food products. Minor Agricultural Processing uses include

agricultural related industries not classified as Major Agricultural Processing. These uses are complementary to the Major Agricultural Processing uses and generally support those uses by producing related products, equipment, or services. Typical businesses in both classifications will have office space for employees and visitors, shop buildings, supply buildings and/or a supply yard(s), warehousing, and fabrication or cooling facilities.

The Abbott Street Frontage Zone designation applies to the approximately 17 acres of the Plan Area located along Abbott Street that currently are already within the City limits. Permitted uses include those typically permitted on lands designated General Industrial.

A breakdown of projected use distribution is provided in Table S-1, Proposed Plan Area Uses, in the EIR. Major Agricultural Processing and Minor Agricultural Processing will be the dominant uses. Therefore, use distribution is defined in terms of these uses, rather than in terms of the proposed Agricultural-Industrial and Abbott Street Frontage Zone land use designations. (DEIR, pp. S-1 to S-3).

C. Project Objectives

The Salinas Ag-Industrial Center Specific Plan is a key component in the strategy (1) to transform Salinas into a regional and global center for agricultural innovation and industry with a focus on fresh foods, and (2) to capitalize on the high value opportunities that are at the crossroads of the agricultural industry today. The following key objectives, developed collaboratively by the City and the project applicant to reflect the City's policies and priorities and the project applicant's development priorities, are the basis for the formulation of the Specific Plan policies, design principles, regulations, and development standards.

1. Increase Salinas's potential agricultural industrial processing capacity beyond the currently designated industrial lands within the City's SOI;
2. Create a large agricultural-industry hub of synergistic uses that promotes agricultural industry and innovation, and enables businesses to capture cost and resource efficiencies that result from locating within Salinas – an important center of the West Coast agricultural industry;
3. Implement the vision to further Salinas's urban development and services with "orderly and appropriate land use development" as set forth in the Greater Salinas Area Memorandum of Understanding (GSA MOU) between the City and County dated August 28, 2006, and as confirmed in the MOU Supplemental Agreement dated March 27, 2008 (Uni-Kool Site);
4. Establish an urban limit for the west and the south of Salinas, west of U.S. Highway 101 through the recording of Agricultural Buffer Easements providing for the protection of the adjacent agricultural land;
5. Attract agricultural industry development to Salinas by streamlining the development review and environmental review processes and promoting development and site

- design flexibility and functionality needed to accommodate the evolving needs of the agricultural industrial business sector;
6. Maximize the total potential tax revenue for the City and the County from the Plan Area by providing highly functional and environmentally feasible development capacity, maximizing the use of the land, and providing opportunities for high quality economic development;
 7. Retain Salinas's existing agricultural related job base and expand employment generation potential from the Plan Area by maximizing development capacity and providing for diverse agricultural industrial uses that create high value employment opportunities in close proximity to Salinas's existing population base; and
 8. Acknowledging the intensive resource usage, traffic generation, and land development that are characteristic of agricultural industrial uses, reduce the environmental footprint of the new development by:
 - a. Protecting the adjacent agricultural production lands to the west and south of the Plan Area through the recording of agricultural buffer easements;
 - b. Providing a large agricultural industry hub with efficient access to U.S. Highway 101 and other major transportation corridors that encourages multiple, related businesses to locate in proximity to each other and by so doing, reduce the number and length of vehicle trips including cross-town trips, reduce congestion on local roads, reduce generation of air pollutants and greenhouse gases, and reduce potential for industrial vehicle (truck) conflicts with passenger vehicles and pedestrians;
 - c. Locating intensive industrial uses where impacts related to land use incompatibilities such as noise, light and glare, air quality, aesthetic, safety, hazards (i.e. ammonia coolant release), etc. are minimized;
 - d. Locating urban development with immediate access to urban infrastructure such that the environmental impacts and costs of extending infrastructure or constructing additional infrastructure facilities are minimized;
 - e. Siting the Center on a parcel of land that is outside of areas of existing natural hazards and biological constraints that would either be impacted by the development or reduce its potential developable area; and
 - f. Incorporating development standards that promote green building and climate change mitigation.

The proposed Project would accommodate activities that are fundamental to the agricultural sector and to the economic viability of agricultural commodity production. In this regard, the proposed Project is considered an agricultural land use. It would provide added value to agricultural commodities and the agricultural sector that otherwise may not be captured. By doing so, the economic viability and value of land in Monterey County that is used for agricultural production is enhanced. The proposed Project is projected to generate about 4,142 jobs. (DEIR, pp. 1-23 through 1-25)

Based on its own review of the EIR and other information and testimony received in connection with the Project, the City Council has found these objectives to be acceptable and persuasive from a public policy standpoint. In choosing to approve the Project, the City and the Local Agency Formation Commission thus embrace these objectives and accord them weight in considering the feasibility of alternatives set forth in the EIR, and in invoking overriding considerations in approving the Project. (See *Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1507-1508)

IV. ENVIRONMENTAL REVIEW PROCESS

The Notice of Preparation (hereinafter "NOP") of an Environmental Impact Report (EIR) and an Initial Study were circulated by the City for public review and comment from May 2, 2008, to June 2, 2008, in accordance with CEQA Guidelines section 15082. A scoping meeting was held on May 23, 2008, at the City of Salinas. The meeting was also used as an opportunity for early public consultation consistent with CEQA Guidelines section 15083 as the public was also invited to attend and participate.

In addition to the May 23, 2008 scoping meeting, the project applicant and/or the City held a number of additional early and other consultation meetings with local and state agencies. The purpose was to further scope issues to be considered in the EIR and in several cases, to review and solicit input on project plans, technical analyses, potential mitigation measures, funding issues, etc. Additional early consultation and other consultation meetings with the following public agencies and private entities were conducted:

- Monterey Bay Unified Air Pollution Control District (hereinafter "MBUAPCD")
- Monterey County Local Agency Formation Commission "LAFCO")
- Monterey County Resource Management Agency - Public Works (multiple meetings)
- California Department of Transportation (hereinafter "CalTrans") (multiple meetings)
- Transportation Agency for Monterey County (hereinafter "TAMC") (multiple meetings)
- Monterey County Water Resources Agency (hereinafter "MCWRA")
- California Water Service Company (hereinafter "Cal Water") (multiple meetings)
- Pacific Gas and Electric
- Monterey-Salinas Transit (hereinafter "MST")
- Central Coast Regional Water Quality Control Board (hereinafter "RWQCB")

Pursuant to CEQA Guidelines sections 15023, subdivision (c), and 15087, subdivision (f), the State Clearinghouse in the Office of Planning and Research was responsible for distributing environmental documents to State agencies, departments, boards, and commissions for review and comment. The City followed required procedures with regard to distribution of the appropriate notices and environmental documents to the State Clearinghouse. The State Clearinghouse was obligated to make, and did make, that information available to interested agencies for review and comment. The NOP was received by the State Clearinghouse (SCH # 2008041171) and a 30-day public review

period ended on June 2, 2008. The NOP, the Initial Study, and all comments received on the NOP are presented in Appendix A of the Draft EIR. (DEIR, p. 1-2)

The EIR includes an analysis of the following issue areas:

- Aesthetics
- Agricultural Resources
- Air Quality
- Climate Change
- Cultural Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology, Water Quality, and Storm Drainage
- Public Services
- Transportation and Circulation
- Water Supply
- Sanitary and Industrial Wastewater
- Noise
- Other Issues (Including Biological Resources, Land Use and Planning, Mineral Resources, Population and Housing, Recreation, and Utilities).

(See DEIR, Section 2)

The City published the Draft EIR for public and agency review on July 17, 2009. A public review period of 45 days was provided on the DEIR and ended on August 31, 2009. (DEIR Notice of Availability, dated July 16, 2009) This period satisfied the requirement for a 45-day public review period as set forth in Section 15105 of the CEQA Guidelines. The proposed Final EIR was issued on December 9, 2009. The Salinas Planning Commission conducted a public hearing on December 16, 2009, at which time agencies and the public were given the opportunity to provide oral comments on the DEIR and on the FEIR. At that time, the Planning Commission recommended that the City Council certify the EIR and approve the project. On January 19, 2010, the Salinas City Council conducted a public hearing on the Project and Final EIR; at the close of the hearing, Council certified the EIR, adopted these findings, and approved the Project.

The Local Agency Formation Commission of Monterey County conducted a public hearing on March 29, 2010, at which time agencies and the public were given the opportunity to provide oral comments on the proposed Sphere of Influence amendment and annexation and the environmental documents. At the close of the hearing, the Commission adopted these findings of fact and a statement of overriding considerations in reliance on the Final Program Environmental Impact Report and approved the proposal.

V. RECORD OF PROCEEDINGS

In accordance with Public Resources Code section 21167.6, subdivision (e), the record of proceedings for the City's the Local Agency Formation Commission's decision on the Project includes the following documents:

- The NOP and all other public notices issued by the City and LAFCO in conjunction with the Project;
- All comments submitted by agencies or members of the public during the comment period on the NOP;
- The Draft EIR for the Project (July 2009) and all appendices;
- All comments submitted by agencies or members of the public during the comment period on the Draft EIR;
- The Final EIR for the Project, including comments received on the Draft EIR and the responses to those comments and appendices;
- Documents cited or referenced in the Draft EIR and Final EIR;
- The mitigation monitoring and reporting program for the Project;
- All findings and resolutions adopted by the City Council and Local Agency Formation Commission in connection with the Project and all documents cited or referred to therein;
- All reports, studies, memoranda, maps, staff reports, or other planning documents relating to the Project prepared by the City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and with respect to the City's and Local Agency Formation Commission's action on the Project;
- The Draft Salinas Ag-Industrial Specific Plan, dated July 2009, and all appendices;
- All documents submitted to the City and Local Agency Formation Commission by other public agencies or members of the public in connection with the Project, up through the close of the Planning Commission public hearing on December 16, 2009, the close of the City Council public hearing on January 19, 2010, and the close of the LAFCO public hearing on March 29, 2010;
- Any minutes and/or verbatim transcripts of all information sessions, public meetings, and public hearings held by the City and LAFCO in connection with the Project;
- Any documentary or other evidence submitted to the City and LAFCO at such information sessions, public meetings, and public hearings;
- The City of Salinas General Plan and all environmental documents prepared in connection with the adoption of the General Plan;
- The City of Salinas Zoning Ordinance and all other City Code provisions cited in materials prepared by or submitted to the City;
- Any and all resolutions adopted by the City and LAFCO regarding the Project, and all staff reports, analyses, and summaries related to the adoption of those resolutions;
- Matters of common knowledge to the City and LAFCO, including, but not limited to federal, state, and local laws and regulations;

- Any documents expressly cited in these findings, in addition to those cited above; and
- Any other materials required for the record of proceedings by Public Resources Code section 21167.6, subdivision (e).

The documents constituting the record of proceedings are available for review by responsible agencies and interested members of the public during normal business hours at:

- the City of Salinas Community Development Department, 65 West Alisal Street, Salinas, California 93901. The custodian of these documents is the Community Development Director, and
- the Local Agency Formation Commission of Monterey County, 132 West Gabilan Street, Suite 102, Salinas, California 93901. The custodian of these documents is the Executive Officer.

VI. CONSISTENCY WITH APPLICABLE PLANS

The City has found the proposed Project consistent with the City's General Plan. The City and County have consulted and found the proposed Project consistent with the Greater Salinas Area Memorandum of Agreement. The Local Agency Formation Commission has found the proposed Project consistent with the provisions of the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 and local policies.

VII. FINDINGS REQUIRED UNDER CEQA

Public Resources Code section 21002 provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute provides that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of Projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects." Section 21002 goes on to provide that "in the event [that] specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof."

The mandate and principles announced in Public Resources Code section 21002 are implemented, in part, through the requirement that agencies must adopt findings before approving projects for which EIRs are required. For each significant environmental effect identified in an EIR for a Project, the approving agency must issue a written finding reaching one or more of three permissible conclusions. The first such finding is that changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR. The second permissible finding is that such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the

finding, and that such changes have been adopted by, or can and should be adopted by, such other agency. The third potential conclusion is that specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR. (CEQA Guidelines, § 15091) As explained elsewhere in these findings, "feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, legal, and technological factors. The concept of "feasibility" also encompasses the question of whether a particular alternative or mitigation measure promotes the underlying goals and objectives of a project. (*Sierra Club v. County of Napa* (2004) 121 Cal.App.4th 1490, 1506-1509 (court upholds CEQA findings rejecting alternatives in reliance on project's objectives); see also *California Native Plant Society v. City of Santa Cruz* (2009) 177 Cal.App.4th 957 (CNPS) (an alternative 'may be found infeasible on the ground it is inconsistent with the project objectives as long as the finding is supported by substantial evidence in the record') (quoting Kostka & Zischke, *Practice Under the Cal. Environmental Quality Act* [Cont.Ed.Bar 2d ed. 2009] (Kostka), § 17.309, p. 825); *In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165, 1166 (Bay-Delta) ([i]n the CALFED program, feasibility is strongly linked to achievement of each of the primary program objectives"; "a lead agency may structure its EIR alternative analysis around a reasonable definition of underlying purpose and need not study alternatives that cannot achieve that basic goal)) Moreover, "feasibility" under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, legal, and technological factors." (*City of Del Mar v. City of San Diego* (1982) 133 Cal.App.3d 410, 417 (City of Del Mar); see also CNPS, *supra*, 177 Cal.App.4th 957 (after weighing "economic, environmental, social, and technological factors," ... 'an agency may conclude that a mitigation measure or alternative is impractical or undesirable from a policy standpoint and reject it as infeasible on that ground) (quoting Kostka, *supra*, § 17.29, p. 824))

For purposes of these findings (including the table described in section IX below), the term "avoid" refers to the effectiveness of one or more mitigation measures to reduce an otherwise significant effect to a less than significant level. In contrast, the term "substantially lessen" refers to the effectiveness of such measure or measures to substantially reduce the severity of a significant effect, but not to reduce that effect to a less than significant level.

As explained above, CEQA requires that the lead agency adopt feasible mitigation measures or, in some instances, feasible alternatives to substantially lessen or avoid significant environmental impacts that would otherwise occur. With respect to a project for which significant impacts are not avoided or substantially lessened, a public agency, after adopting proper findings, may nevertheless approve the project if the agency first adopts a statement of overriding considerations setting forth the specific reasons that the agency found that the project's benefits outweigh its unavoidable adverse environmental effects. The Local Agency Formation Commission's Statement of Overriding Considerations for the Project is included herein in Section XI below.

VIII. MITIGATION MONITORING AND REPORTING PROGRAM

A Mitigation Monitoring and Reporting Program (hereinafter "MMRP") has been prepared for the Project, and is being approved by the City Council on January 19, 2010. The City will use the MMRP to track compliance with Project mitigation measures. The MMRP will remain available for public review during the compliance period. The Final MMRP was attached to and incorporated into the Final EIR document and was approved in conjunction with certification of the EIR and adoption of the Findings of Fact.

IX. SIGNIFICANT EFFECTS AND MITIGATION MEASURES

The Draft EIR identified a number of significant and potentially significant environmental effects (or impacts) that the Project will cause or contribute to. Most of these significant effects can be fully avoided through the adoption of feasible mitigation measures. Other effects, however, cannot be avoided by the adoption of feasible mitigation measures or alternatives, and thus will be significant and unavoidable. Some of these unavoidable significant effects can be substantially lessened by the adoption of feasible mitigation measures. Other significant, unavoidable effects cannot be substantially lessened or avoided. For reasons set forth in Section XI *infra*, however, the Local Agency Formation Commission has determined that overriding economic, social, and other considerations outweigh the significant, unavoidable effects of the Project.

The Local Agency Formation Commission agrees with that City Council's findings with respect to the Project's significant effects and mitigation measures are set forth in the table attached to these findings. The findings set forth in the table are hereby incorporated by reference.

This table does not attempt to describe the full analysis of each environmental impact contained in the Final EIR. Instead, the table provides a summary description of each impact, describes the applicable mitigation measures identified in the Draft EIR or Final EIR and adopted by the City Council, and states the Local Agency Formation Commission's and the City Council's findings on the significance of each impact after imposition of the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the Draft EIR and Final EIR, and these findings hereby incorporate by reference the discussion and analysis in those documents supporting the Final EIR's determinations regarding mitigation measures and the Projects' impacts and mitigation measures designed to address those impacts. In making these findings, the Local Agency Formation Commission and City Council have ratified, adopted, and incorporated into these findings the analysis and explanation in the Draft EIR and Final EIR, and ratified, adopted, and incorporated in these findings the determinations and conclusions of the Draft EIR and Final EIR relating to environmental impacts and mitigation measures, except to the extent any such determinations and conclusions are specifically and expressly modified by these findings.

The City Council has adopted all of the mitigation measures identified in the table. Some of the measures identified in the table are also within the jurisdiction and control of other agencies. To the extent any of the mitigation measures are within the jurisdiction of other agencies, the City Council has found that those agencies can and should implement those measures within their jurisdiction and control. None of the measures identified in the table are with the direct jurisdiction of the Local Agency Formation Commission.

In several comments on the Draft EIR, commenters suggested additional mitigation measures and/or modifications to the measures recommended in the Draft EIR. As is evident from the Final EIR and the above-described table, the City refined several of the original proposed measures in response to such comments, as set forth in the Final EIR in response to such comments (see, in particular, FEIR, Section 3.0). The Local Agency Formation Commission commends the City for its careful consideration of comments, agrees with the City in those instances when it did not accept proposed language, and hereby ratifies, adopts, and incorporates the City's reasoning on these issues.

In considering specific recommendations from commenters, the City has been cognizant of its legal obligation under CEQA to substantially lessen or avoid significant environmental effects to the extent feasible. The City recognizes, moreover, that comments frequently offer thoughtful suggestions regarding how a commenter believes that a particular mitigation measure can be modified, or perhaps changed significantly, in order to more effectively, in the commenter's eyes, reduce the severity of environmental effects. The City is also cognizant, however, that the mitigation measures recommended in the Draft EIR represent the professional judgment and long experience of the City's expert staff and environmental consultants. The City therefore believes that these recommendations should not be lightly altered. Thus, in considering commenters' suggested changes or additions to the mitigation measures as set forth in the Draft EIR, the City, in determining whether to accept such suggestions, either in whole or in part, has considered the following factors, among others: (i) whether the suggestion relates to a significant and unavoidable environmental effect of the Project, or instead relates to an effect that can already be mitigated to less than significant levels by proposed mitigation measures in the Draft EIR; (ii) whether the proposed language represents a clear improvement, from an environmental standpoint, over the draft language that a commenter seeks to replace; (iii) whether the proposed language is sufficiently clear as to be easily understood by those who will implement the mitigation as finally adopted; (iv) whether the language might be too inflexible to allow for pragmatic implementation; (v) whether the suggestions are feasible from an economic, technical, legal, or other standpoint; and (vi) whether the proposed language is consistent with the project objectives.

As is often evident from the specific responses given to specific suggestions, City staff and consultants spent large amounts of time carefully considering and weighing proposed mitigation language, and in many instances adopted much of what a commenter suggested. In some instances, the City developed alternative language addressing the same issue that was of concern to a commenter. In no instance, however, did the City fail

to take seriously a suggestion made by a commenter or fail to appreciate the sincere effort that went into the formulation of suggestions.

X. PROJECT ALTERNATIVES

A. Basis for Alternatives' Feasibility Analysis

Public Resources Code section 21002, a key provision of CEQA, provides that "public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]" The same statute states that the procedures required by CEQA "are intended to assist public agencies in systematically identifying both the significant effects of proposed Projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects."

Where a lead agency has determined that, even after the adoption of all feasible mitigation measures, a project as proposed will still cause one or more significant environmental effects that cannot be substantially lessened or avoided, the agency, prior to approving the project as mitigated, must first determine whether, with respect to such impacts, there remain any project alternatives that are both environmentally superior and feasible within the meaning of CEQA. Although an EIR must evaluate this range of *potentially* feasible alternatives, an alternative may ultimately be deemed by the lead agency to be "infeasible" if it fails to fully promote the lead agency's underlying goals and objectives with respect to the project. (*City of Del Mar, supra*, 133 Cal.App.3d at p. 417) "[F]easibility" under CEQA encompasses 'desirability' to the extent that desirability is based on a reasonable balancing of the relevant economic, environmental, social, and technological factors." (*Ibid.*; see also *CNPS, supra*, 2009 Cal. App. LEXIS 1551) Thus, even if a project alternative will avoid or substantially lessen any of the significant environmental effects of the project, the decision-makers may reject the alternative if they determine that specific considerations make the alternative infeasible.

Under CEQA Guidelines section 15126.6, the alternatives to be discussed in detail in an EIR should be able to "feasibly attain most of the basic objectives of the project[.]" For this reason, the Objectives described above provided the framework for defining possible offsite alternative Project locations. (See *Bay-Delta, supra*, 43 Cal.4th at p. 1166) The project objectives are set out above in section III.C. Based on the requirements of CEQA Guidelines section 15126.6 and the Project's Objectives, the following alternatives to the Project were identified:

Alternative 1: No Project – Greater Salinas Area Memorandum of Understanding Future Use. This alternative assumes that the future land use of the Plan Area will be agricultural industrial related (rather than continued agricultural production as described in Alternative 2 below), consistent with the GSA MOU as discussed in Section 1.4, Local and Regional Plan Consistency.

Alternative 2: No Project – Existing Land Use Designation - Continued

Agricultural Use. This alternative is the continued agricultural use of the Plan Area into the foreseeable future.

Alternative 3: Alternative Project Location A. This approximately 350-acre site is located to the east of the Plan Area across U.S. Highway 101 within the City's SOI boundary. It is unknown whether or not the project applicant could reasonably acquire, control, or gain access to the site.

Alternative 4: Alternative Project Location B. This approximately 400-acre site is located near Williams Road and Alisal Road within the City's SOI boundary. It is unknown whether or not the project applicant could reasonably acquire, control, or gain access to the site. (DEIR, pp. S-4 to S-5, 3-36 to 3-56)

The City Council and Local Agency Formation Commission find that that a good faith effort was made to evaluate all potentially feasible alternatives in the EIR that are reasonable alternatives to the Project and could feasibly obtain the basic objectives of the Project, even when the alternatives might impede the attainment of the Project objectives and might be more costly. As a result, the scope of alternatives analyzed in the EIR is not unduly limited or narrow. The City Council and Local Agency Formation Commission also find that all reasonable alternatives were reviewed, analyzed and discussed in the review process of the EIR and the ultimate decision on the Project. (See, e.g., DEIR, pp. 3-36 to 3-56)

1. Significant, Unavoidable Impacts of the Project

The significant and unavoidable impacts of the project are set out in detail below in Section XI.A.

2. Scope of Necessary Findings and Considerations for Project Alternatives

As noted above, these findings address whether the various alternatives substantially lessen or avoid any of the significant unavoidable impacts associated with the Project and also consider the feasibility of each alternative. Under CEQA, "(f)easible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." (CEQA Guidelines § 15364) As explained earlier, the concept of feasibility permits agency decision makers to consider the extent to which an alternative is able to meet some or all of a project's objectives. In addition, the definition of feasibility encompasses "desirability" to the extent that an agency's determination of infeasibility represents a reasonable balancing of competing economic, environmental, social, and technological factors supported by substantial evidence.

In identifying potentially feasible alternatives to the proposed Project, the following Project objectives were considered:

1. Increase Salinas's potential agricultural industrial processing capacity beyond the currently designated industrial lands within the City's SOI;
2. Create a large agricultural-industry hub of synergistic uses that promotes agricultural industry and innovation, and enables businesses to capture cost and resource efficiencies that result from locating within Salinas – an important center of the West Coast agricultural industry;
3. Implement the vision to further Salinas's urban development and services with "orderly and appropriate land use development" as set forth in the Greater Salinas Area Memorandum of Understanding (GSA MOU) between the City and County dated August 28, 2006, and as confirmed in the MOU Supplemental Agreement dated March 27, 2008 (Uni-Kool Site);
4. Establish an urban limit for the west and the south of Salinas, west of U.S. Highway 101 through the recording of Agricultural Buffer Easements providing for the protection of the adjacent agricultural land;
5. Attract agricultural industry development to Salinas by streamlining the development review and environmental review processes and promoting development and site design flexibility and functionality needed to accommodate the evolving needs of the agricultural industrial business sector;
6. Maximize the total potential tax revenue for the City and the County from the Plan Area by providing highly functional and environmentally feasible development capacity, maximizing the use of the land, and providing opportunities for high quality economic development;
7. Retain Salinas's existing agricultural related job base and expand employment generation potential from the Plan Area by maximizing development capacity and providing for diverse agricultural industrial uses that create high value employment opportunities in close proximity to Salinas's existing population base; and
8. Acknowledging the intensive resource usage, traffic generation, and land development that are characteristic of agricultural industrial uses, reduce the environmental footprint of the new development by:
 - a. Protecting the adjacent agricultural production lands to the west and south of the Plan Area through the recording of agricultural buffer easements;
 - b. Providing a large agricultural industry hub with efficient access to U.S. Highway 101 and other major transportation corridors that encourages multiple, related businesses to locate in proximity to each other and by so doing, reduce the number and length of vehicle trips including cross-town trips, reduce congestion on local roads, reduce generation of air pollutants and greenhouse gases, and reduce potential for industrial vehicle (truck) conflicts with passenger vehicles and pedestrians;
 - c. Locating intensive industrial uses where impacts related to land use incompatibilities such as noise, light and glare, air quality, aesthetic, safety, hazards (i.e. ammonia coolant release), etc. are minimized;

- d. Locating urban development with immediate access to urban infrastructure such that the environmental impacts and costs of extending infrastructure or constructing additional infrastructure facilities are minimized;
- e. Siting the Center on a parcel of land that is outside of areas of existing natural hazards and biological constraints that would either be impacted by the development or reduce its potential developable area; and
- f. Incorporating development standards that promote green building and climate change mitigation.

The proposed Project would accommodate activities that the project applicant feels are fundamental to the agricultural sector and to the economic viability of agricultural commodity production. In this regard, the proposed Project is considered an agricultural land use. It would provide added value to agricultural commodities and the agricultural sector that otherwise may not be captured. By doing so, the economic viability and value of land in Monterey County that is used for agricultural production is enhanced. The proposed Project is projected to generate about 4,142 jobs. (DEIR, pp. 1-23 through 1-25)

B. Alternative 1: No Project – GSA MOU Future Use

Two no project alternative scenarios are considered. This alternative considers development that could be reasonably expected to occur at the unincorporated portion of the Plan Area in the foreseeable future as articulated in the GSA MOU. The second considers reasonably foreseeable conditions in the event that agricultural industrial development is not approved by the City per the GSA MOU and that agriculture is maintained as the reasonably foreseeable future use.

1. Description of Alternative 1

This no project alternative is based on the assumption that the “reasonably expected” use of the Plan Area in the foreseeable future will be agricultural-industrial related. This assumption is based on the GSA MOU. As discussed in Section 1.4, Local and Regional Plan Consistency, the GSA MOU sets forth a framework for cooperation between the County and the City to manage the City’s growth into unincorporated areas adjacent to the City. The unincorporated portion of the Plan Area is one such area and is described in the GSA MOU specifically as the Uni-kool site. The GSA MOU also defines that development of the Uni-Kool site should be:

...for the exclusive purpose of agricultural processing and processing capacity (Unikool), subject to the establishment of appropriate agricultural conservation easements.

With the adoption of the GSA MOU, both the City and the County acknowledged their mutual expectation that the Uni-Kool site will be developed with agricultural processing types of uses.

This alternative is based on the assumption that the Plan Area remains available for development with uses that are consistent with the GSA MOU, or agricultural processing and processing capacity in a manner other than that proposed by the project applicant.

2. Analysis of Alternative 1's Ability to Reduce Significant Unavoidable Project Impacts

As described in the Specific Plan, agricultural processing and processing capacity are key permitted uses that can be constructed anywhere within the Plan Area. It is assumed that these uses will constitute the major percentage of developed uses within the Plan Area. Any other project proposed for the Plan Area must, consistent with the GSA MOU, include these types of uses. Given this fact, it is assumed that any other project proposed for the Plan Area would have a similar range of environmental impacts as the proposed Project.

The type and intensity of impacts may be incrementally different, but a determination of the magnitude of such differences is unknown in the absence of an alternative project design. Nevertheless, the significance of impacts would not be expected to be substantially different than for the proposed Project. Specifically, this alternative would not avoid the conversion of the Plan Area from agricultural production, which is an unavoidable impact of the proposed Project. Consequently, this alternative is not deemed to be environmentally superior to the proposed Project. (DEIR, pp. 3-40 to 3-41, 3-55)

3. Feasibility of Alternative 1

This alternative has the potential to meet some or most of the project's objectives. However, as discussed for the reduced development intensity/scale alternative which was not evaluated in detail in the EIR, if a revised project design includes a reduction of development capacity in order to avoid or substantially lessen the effects of the proposed Project, it is possible that, indeed likely, that key project objectives, including maximizing job generation and tax revenue generation, would not be met. The degree to which a reduced intensity project meets the City's intent to enable development of agricultural-industrial uses at the Uni-Kool site, as stated in the GSA MOU, would need to be evaluated at the time a revised project design is submitted. (DEIR, pp. 3-40 to 3-41, 3-55)

This alternative has the potential to meet some or most of the project's objectives. However, as discussed for the reduced development intensity/scale alternative which was not evaluated in detail in the EIR, if a revised project design includes a reduction of development capacity in order to avoid or substantially lessen the effects of the proposed Project, it is possible that key project objectives, including maximizing job generation and tax revenue generation, would not be met. The degree to which a reduced intensity project meets the City's intent to enable development of agricultural-industrial uses at the Uni-Kool site, as stated in the GSA MOU, would need to be

evaluated at the time a revised project design is submitted. (DEIR, pp. 3-40 to 3-41, 3-55)

The City and Local Agency Formation Commission find Alternative 1 to be infeasible for the above stated reasons, and rejects it as a viable alternative to the Project.

C. Alternative 2: No Project – Continued Agricultural Use

1. Description of Alternative 2

If the proposed Project were not approved, the existing agricultural use would likely continue into the foreseeable future.

2. Analysis of Alternative 2's Ability to Reduce Significant Unavoidable Project Impacts

Existing activities do have environmental effects which include, but may not be limited to, air quality emissions from farming equipment and crop transportation and creation of fugitive dust, contribution to traffic effects on the local road network, continued use of groundwater withdrawn from an overdrafted groundwater basin, etc. To the extent that the existing agricultural use creates adverse effects or nuisances, if any, those effects would continue into the foreseeable future. With the exception of groundwater effects, the effects of the current agricultural use of the Plan Area would be much less substantial than the effects which will result from the proposed Project.

With this alternative, none of the significant environmental impacts previously identified for the proposed Project would occur. As described in DEIR Section 2.11, Water, Cal Water has determined that conversion of the Plan Area from agricultural use to the proposed use would reduce demand on groundwater resources by about 139 acre-feet per year. This beneficial effect of the proposed Project would not be realized under this alternative. Nevertheless, this alternative is environmentally superior to the proposed Project in that it would have substantially less intense environmental effects and likely avoid most of, if not all of the significant environmental effects identified for the proposed Project. (DEIR, p. 3-41)

3. Feasibility of Alternative 2

This alternative would be environmentally superior to the proposed Project. It would avoid all of the environmental effects identified for the proposed Project; however, it would not meet any of the project's objectives. None of the beneficial effects of the proposed Project would be realized. (DEIR, p. 3-41)

The City and Local Agency Formation Commission find Alternative 2 to be infeasible for the above stated reasons, and rejects it as a viable alternative to the Project.

D. Alternative 3: Alternative Location A

CEQA Guidelines section 15126.6(f)(2) describes conditions under which consideration of alternative project location is appropriate. The key question to be considered is whether or not any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location and on balance, whether the proposed Project, placed at an alternative location, is environmentally superior to the proposed Project. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in an EIR.

Consideration of alternative project locations is made for one primary reason – avoiding premature conversion of prime farmland. The proposed Project would result in conversion of approximately 240 acres of prime farmland to urban use that is outside the City's current SOI.

The City has already planned for the conversion of agricultural lands within its SOI through its General Plan and the effects of that loss/conversion of farmland have been evaluated in the General Plan FEIR. From prudent land use planning, environmental planning, and development planning perspectives, it is preferable to first develop sites within the City's SOI whose suitability for development has already been planned for and evaluated. Since the proposed Project is industrial, any alternative location must be suitable for industrial development. Further, as will be discussed, developing the proposed Project outside the City's SOI inherently results in greater cumulative environmental effects than would its development within the SOI.

Two alternative locations within the City' Sphere of Influence have been considered. These locations are described as Location A and Location B. They are shown on Figure 18 of the EIR, Alternative Project Locations. Both are designated General Industrial in the City's General Plan. The characteristics of each location and the relative environmental effects of their development with the proposed uses are discussed below.

1. Description of Alternative 3

Alternative location A is approximately 350 acres in size. Topography is relatively level. It is currently and has historically been used for agricultural production. The applicant for the proposed Project does not currently have control of this site. It is currently unknown whether or not the applicant could reasonably acquire, control, or gain access to the site for purposes of developing it with the proposed Project. Issues of infrastructure availability and site suitability relative to the Plan Area are discussed below.

2. Analysis of Alternative 3's Ability to Reduce Significant Unavoidable Project Impacts

At the project level, Location A is not considered to be environmentally superior to the proposed Project. While development at Location A would avoid premature conversion

of agricultural land, it would not ultimately avoid conversion of agricultural land. All other potential impacts associated with development of Location A are likely to be as significant as or more significant than are anticipated for development of the Plan Area. The relative environmental effects of developing the proposed Project at Alternative Location A are as follows:

Aesthetics. Impacts would be similar or greater than those for the proposed Project. The site is located adjacent to U.S. Highway 101 at the southern gateway to the City. The site may be more visible from the highway than is the Plan Area as all of it fronts on the highway. In combination with its location at the southern entrance to the City, sensitive site design is equally or potentially more critical than that required in the Plan Area.

Agricultural Resources. Impacts would be similar to those for the proposed Project as most of the land within the site is prime farmland. All of the land is considered Important Farmland.

Air Quality. Generally, impacts would be similar to those for the proposed Project, but could be incrementally greater. No substantial change in vehicle trip generation rates, average daily vehicle trips number, vehicle fleet mix, or total vehicle miles traveled is assumed. These are the main components of the proposed Project that create criteria air pollutants. Construction phase air quality effects are expected to be similar. However, as discussed below under Transportation and Circulation, access to U.S. Highway 101 from Alternative Location A is significantly more constrained as is access to the overall circulation network. While development of the Plan Area will result in significant circulation impacts at a number of intersections and road segments, constrained access from Location A could result in more substantial trip delays, increased idling time, and increased greenhouse gas emissions relative to development of the Plan Area.

Climate Change. Impacts would be similar to those anticipated for the proposed Project, but could be incrementally greater. This conclusion is based on the assumption that development at Location A would be of the same type and intensity as that proposed for the Plan Area. Therefore, the sources of GHG emissions and the intensity of emissions would likely be similar. However, as discussed above under Air Quality and below under Transportation and Circulation, access to U.S. Highway 101 from Alternative Location A is significantly more constrained at Location A as is access to the overall circulation network. While development of the Plan Area will result in significant circulation impacts at a number of intersections and road segments, constrained access from Location A could result in more substantial trip delays, increased idling time, and increased greenhouse gas emissions relative to development of the Plan Area.

Geology and Soils. Impacts would be similar to or incrementally greater than those for the proposed Project. As shown in Figure 5.10-3, Seismic Hazard Zones, in the General Plan FEIR, significantly more of Location A is within a Very High seismic hazard zone than is the Plan Area. Further, approximately one-half of the Location A site is within a high liquefaction (ground failure) hazard area. Hazards impacts would be similar to or

incrementally greater than those for the proposed Project. The primary change is an increase in hazards from Salinas Municipal Airport operations. Location A is entirely within the Salinas Municipal Airport Area of Influence as shown in Figure 5.6-3, Salinas Municipal Airport Area of Influence, in the General Plan FEIR. As such, potential safety hazards from airport operations would be greater than within the Plan Area.

Development at Location A would be subject to related development standards contained in the Salinas Zoning Code as discussed in Section 2.7, Hazards of the Draft EIR. Hazards related to hazardous materials are likely to be similar as the same mix of land uses and facilities would be expected at Location A. Existing hazardous materials/contamination conditions at Location A are unknown. However, no hazardous materials sites are shown within Location A as illustrated in Figure 5.6-1, Hazardous Materials Sites, in the General Plan FEIR. Therefore, a comparison of such conditions with those in the Plan Area cannot be made.

Hydrology and Water Quality. Impacts would likely be similar to or incrementally greater than those for the proposed Project. Development at Location A is assumed to be of the same character as proposed for the Plan Area and would likely affect similar storm drainage and flood control facilities/infrastructure. Development at Location A must also conform to the City's stormwater design standards and NPDES requirements. Required conformance with the stormwater design standards would require that a detailed stormwater control plan be prepared as has been done for the proposed Project. This would assure that potential impacts of development at Location A, including off-site flood hazards and surface water quality degradation, would be adequately mitigated. Conformance with NPDES requirements would also adequately mitigate potential surface water quality impacts.

Approximately 180 acres of the site are within a 100-year floodplain as shown in Figure S-2, Flood Prone Areas, of the General Plan. Flooding of the Reclamation Ditch, a flood control facility discussed in Section 2.8, Hydrology and Water Quality, would be a main source of flood flow. The MCWRA is proposing a series of improvements to the Reclamation Ditch to improve its flood control function and to accommodate additional flood flows. This may reduce the existing flood hazard at the site. However, at this time, it is assumed that the development of Location A would result in greater flood hazard impacts because new development may be more exposed to flood damage.

Noise. In general, impacts would be similar to those for the proposed Project. Depending on site design, it is possible that uses within Location A would be exposed to noise levels that exceed the City's exterior noise compatibility standards. This would not occur for the proposed Project as it includes a modification of the City's noise exposure standards. More of Location A fronts on U.S. Highway 101 than does the Plan Area.

While noise from airport operations is likely to be incrementally greater at Location A, the entire site is outside the 65 dBA noise contour for airport operations as shown in Figure 5.3-2, Salinas Airport Future Noise Contours, in the General Plan FEIR. At levels above 65 dBA, development of office, professional business, and other similar uses could be inconsistent with the City's exterior noise compatibility standards.

Impacts of project generated traffic noise may be lower than for the proposed Project. Traffic from Location A would travel a shorter-distance to reach U.S. Highway 101 (via the Airport Boulevard interchange) and therefore, potentially expose fewer uses along travel routes to elevated traffic noise. Noise sensitive residential uses are located closer to Location A than to the Plan Area (about one-third mile to the north along Fairview Avenue); but the majority of trips from Location A will not pass directly adjacent to these residential uses and the uses are already subject to elevated noise from traffic on U.S. Highway 101. Impacts of cumulative traffic generated noise are likely to be similar to those for the proposed Project as trips to and from Location A will likely be distributed onto roadways where traffic levels would already create noise that exceeds City standards at sensitive land uses.

Public Services. Impacts would be similar to those for the proposed Project. Since the type and intensity of development would be the same at Location A as at the Plan Area, the same level of services demand would be created. It is likely that change in location of services demand would not result in the need to construct new public facilities whose construction and operation could have adverse environmental effects.

Transportation and Circulation. As summarized in the discussion below, impacts at fewer intersections and road segments over the short term are assumed; however, a limited number of intersections and road segments would most likely be much more severely impacted. The feasibility of making improvements to the severely impacted facilities to accommodate Location A development over the short to mid-term is uncertain. Over the longer-term, if significant circulation system improvements are constructed as envisioned in the General Plan and by Caltrans and TAMC (i.e. the City's eastern bypass and a Harris Road/U.S. Highway 101 interchange) impacts would likely be similar to those for the proposed Project.

The impacts of the proposed Project on the circulation network are primarily due to combination of its traffic generation, mix of vehicle types (large percentage of trucks), traffic distribution characteristics, and type, location, and capacity of roads and intersections onto which project traffic would be distributed. Project specific significant impacts on 29 intersections, road segments, and U.S. Highway 101 facilities have been identified in the TIA, eleven of which are significant and unavoidable.

The assumptions for traffic generation and vehicle mix for Location A are the same as for the Plan Area. However, the existing road network onto which traffic from Location A would be distributed is markedly different than for the Plan Area. Under current conditions, traffic would have only one access to U.S. Highway 101 – the Airport Boulevard interchange. Location A lacks a second access to the highway as is currently available for the Plan Area at the Hartnell Road interchange. Traffic from Location A would have few options for accessing other portions of the circulation network as there are currently no improved roadways available for access to and from the site other than at its northern end near the Airport Boulevard interchange. Most of the trips from Location A, including the vast majority of truck trips, would likely require access through or near the Airport interchange, at least in the near to mid-term until additional access to the highway could be developed and other portions of the local road network could be

developed. The Airport Boulevard interchange is located adjacent to Location A. Trips from Location A would therefore travel through fewer intersections and road segments to access the highway than is the case for the Plan Area. As a consequence, under Background Plus Proposed Project conditions, it is assumed that impacts from development at Location A would be much more severe at a more limited number of road segments and intersections than is the case with the proposed Project.

It is assumed that substantial improvements to the Airport Boulevard interchange, in addition to those already planned and approved (as described in Section 2.10, Transportation and Circulation), would be necessary. Other options to reduce impacts could include building a portion of the east side bypass as described in the General Plan to allow access to U.S. Highway 101 via Alisal Road and Hartnell Road. Access to Alisal Road would also enable access for employee trips into the eastern and northern parts of the City. The cost or feasibility of expanding capacity at the Airport Boulevard interchange, constructing a portion of the east side bypass or improving Alisal Road, Hartnell Road, the Hartnell Road access to U.S. Highway 101, and/or other circulation facilities to accommodate Location A traffic in the short to midterm is currently unknown.

In the long-term, access from Location A would be substantially improved by construction of a Harris Road interchange as described in the TIA. As recommended in the TIA, the interchange would be located to the south of both the Plan Area and Location A. Please refer to the TIA for a discussion of this proposed improvement and for analysis of how its construction would affect circulation conditions.

Water. Impacts would be similar to those for the proposed Project. Water demand at Location A would be the same as anticipated for the Plan Area as the project description would not change. Since Location A has also been historically used for agricultural purposes, it is assumed that its conversion to urban use would also result in an incremental reduction in groundwater demand and similar effects on groundwater quantity and quality as described in Section 2.11, Water.

Sanitary and Industrial Wastewater. Impacts would be similar or incrementally lower than for the proposed Project. Since Location A is already within the City's SOI, its development with industrial uses has already been contemplated by the City and by the MRWPCA in their assessments of sanitary sewer infrastructure and capacity needs. Sewer conveyance infrastructure improvements will be needed on-site and possibly off-site to accommodate Location A development, similar to those required for the Plan Area. The MRWPCA has already projected wastewater treatment capacity needs at the regional treatment plant based on the City's 2002 General Plan, in which Location A is designated for industrial use. Adequate wastewater treatment capacity is available for such development.

Industrial wastewater conveyance and treatment needs for Location A have already been considered by the City. Expansion of existing industrial wastewater conveyance facilities (which currently terminate on the west side of U.S. Highway 101 on Airport Boulevard) and industrial wastewater treatment capacity would be needed to accommodate development at Location A and other cumulative industrial development

within the City. Flows from the Plan Area had not previously been considered by the City until the recent completion of the City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report as described in DEIR Section 2.12, Sanitary and Industrial Wastewater. Demand created by development of the Plan Area will require that more industrial wastewater treatment capacity be created than would otherwise be the case with development of Location A. The City has not yet selected a specific capacity expansion option; however, is possible that the environmental impacts created by capacity expansion would be incrementally greater with the proposed Project than for the Location A alternative.

Other Issues. Impacts related to biological resources, land use planning, mineral resources, population and housing, recreation, and utilities are expected to be similar to those for the proposed Project.

Biological Resources. Like the Plan Area, Location A has historically been used for agricultural production. The site has been highly modified from its original natural condition. While a detailed biological assessment of Location A has not been conducted, the probability that sensitive habitat or special status species are present is likely to be low, as is the case with the Plan Area.

Land Use and Planning. Location A is also adjacent to existing development within the City (the Salinas Municipal Airport) and bordered on its remaining sides by agricultural uses and U.S. Highway 101. Development of Location A would also represent the extension of an existing urban edge and consequently, would not physically divide an established community. Consistency of development at Location A with relevant plans and policies has not been assessed, but it is assumed that development could be planned in a manner that is in substantial conformance with such plans and policies.

Mineral Resources. Like the Plan Area, Location A does not contain classified mineral resources.

Population and Housing. Like development of the Plan Area, development of Location A would improve the City's jobs-to-housing ratio and is not expected to generate a significant indirect increase in population. Development of Location A may be incrementally less growth-inducing. Unlike the proposed Project, development of Location A would not open up an area of new development that has not already been planned for in the General Plan and evaluated in the General Plan FEIR. Please refer to Section 3.2, Growth-Inducing Impacts, for more information.

In addition to avoiding the premature conversion of prime agricultural land, at the project level, this alternative would likely lessen the magnitude of off-site noise impacts created by project generated traffic and the incremental indirect impacts of constructing new industrial wastewater treatment capacity. At the project level, critical environmental effects of this alternative, including air quality and traffic and circulation impacts, would likely be similar to or greater than for the proposed Project, at least in the mid-term to longer-term until new traffic network facilities such as the proposed east side bypass and Harris Road interchange are constructed. In the case of traffic and circulation

effects, this alternative may impact fewer intersections than would the proposed Project. However, the severity of impacts at key facilities, especially the Airport Boulevard interchange, and uncertainty regarding the feasibility of facility improvements needed to mitigate those impacts outweigh the marginal environmental benefits of this alternative. For these latter reasons, Alternative 3, Location A, is not considered to be environmentally superior to the proposed Project at the project level. (DEIR, pp. 3-42 to 3-50)

3. Feasibility of Alternative 3

This alternative would meet several of the project's objectives; however, if potentially constrained access to U.S. Highway 101 is not overcome, this alternative would not meet the objective of developing an agricultural center on land with immediate access to U.S. Highway 101. Further, the feasibility of mitigating flood hazards at Location A to the extent that the hazard is not a constraint to achieving the development capacity envisioned by the project applicant is uncertain. If this does not occur, the project's objectives of maximizing job generation and tax revenue generation may not be met.

The City and Local Agency Formation Commission find Alternative 3 to be infeasible for the above stated reasons, and rejects it as a viable alternative to the Project.

E. Alternative 4: Alternative Location B

1. Description of Alternative 4

Alternative Location B is approximately 400 acres in size. It is currently and has historically been used for agricultural production. It is currently unknown whether or not the project applicant could reasonably acquire, control, or gain access to a portion of the site for purposes of developing it with 257 acres of agricultural industrial development as proposed for the Plan Area.

2. Analysis of Alternative 4's Ability to Reduce Significant Unavoidable Project Impacts

Like Location A, development at Location B would avoid premature conversion of agricultural land. However, nearly all other potential project level impacts associated with development of Location B are likely to be similar to or greater than anticipated for development of the Plan Area; it is not considered to be environmentally superior to the proposed Project. The relative project level environmental effects of developing the proposed Project at Alternative Location B are as follows:

Aesthetics. Impacts would likely be lower than those for the proposed Project. Location B is less visually sensitive than either the Plan Area or Location A, as it is located out of the immediate viewshed of U.S. Highway 101. The most frequent views of development would be from adjacent existing development within the City and distance views (approximately two miles) from U.S. Highway 101.

Agricultural Resources. Impacts would be similar to those for the proposed Project and for Location A as most of the land within the site is prime farmland. All of the land is considered Important Farmland.

Air Quality. Generally, impacts would be similar to those for the proposed Project, but could be incrementally greater. No substantial change in vehicle trip generation rates, average daily vehicle trips number, vehicle fleet mix, or total vehicle miles traveled is assumed. These are the main components of the proposed Project that create criteria air pollutants. Construction phase air quality effects are expected to be similar. However, truck traffic must travel further to access U.S. Highway 101 (via Alisal Road to Hartnell Road) at the existing Hartnell Road on- and offramps and must "double back" to travel north on the highway. Approximately 59 percent of the total line truck trips and 25 percent of the field trucks are projected to travel north on the highway. Further, since the Hartnell Road on-ramps and off-ramps likely have insufficient capacity to accommodate project generated truck traffic, delays at the ramps could result in greater idle time and pollutant generation. Traffic that travels local streets to access the Airport Boulevard interchange would experience greater delays (through numerous stopped controlled intersections). These factors would result in incrementally increased vehicle miles traveled, idling time, and overall emissions generation.

Climate Change. Impacts would likely be incrementally greater than for the proposed Project. As discussed above under Air Quality, development of Location B may result in an incrementally greater number of daily vehicle miles traveled and air emissions volumes, including greenhouse gas emissions. It is assumed that specific actions proposed by the project applicant to reduce generation of greenhouse gas emissions would also be employed at Location B. Geology and Soils impacts would be similar to or incrementally lower than those for the proposed Project. As shown in Figure 5.10-3, Seismic Hazard Zones, in the General Plan FEIR, Location B is located in a low seismic hazard safety zone. Liquefaction potential is considered to be low. The Plan Area is located primarily in a moderately high hazard area and liquefaction hazards do exist. Location B would likely be subject to the same intensity of seismic shaking potential as would the Plan Area.

Hazards. Impacts would be similar to those for the proposed Project. The primary change is a potential increase in hazards from Salinas Municipal Airport operations. Approximately 40 percent of the southwestern portion of Location B located adjacent to the airport is within the Salinas Municipal Airport Area of Influence as shown in Figure 5.6-3, Salinas Municipal Airport Area of Influence, in the General Plan FEIR. Depending on which portion of the approximately 400 acre site development occurs, hazards from airport operations could be greater than at the Plan Area. Existing hazardous materials/contamination conditions at Location B are unknown, but no hazardous materials sites are shown within Location B as illustrated in DEIR Figure 5.6-1, Hazardous Materials Sites, in the General Plan FEIR.

Hydrology and Water Quality. Impacts would likely be similar to those for the proposed Project. Development at Location B is assumed to be of the same character as proposed for the Plan Area and would likely affect similar storm drainage and flood

control facilities/infrastructure. Development at Location B must also conform to the City's stormwater design standards and NPDES requirements. Required conformance with the stormwater design standards would require that a detailed stormwater control plan be prepared as has been done for the proposed Project. This would assure that potential impacts of development at Location B, including offsite flood hazards and surface water quality degradation, would be adequately mitigated. Conformance with NPDES requirements would also adequately mitigate potential surface water quality impacts.

Noise. In general, impacts would be similar to or greater than those for the proposed Project. On one hand, noise impacts on uses within Location B may be lower. Location B is not adjacent to an arterial roadway on which traffic volumes under existing and/or post project development conditions could be substantial enough to generate noise that exceeds the City's noise compatibility standards. This is not the case with the proposed Project (Abbott Street). Further, noise levels at Location B are not elevated due to proximity to U.S. Highway 101 as they are in the Plan Area. On the other hand, depending on the siting of development within Location B, operational noise conflicts with existing and planned adjacent sensitive residential land uses to the north and west could be created that wouldn't exist for the proposed Project. Depending on the routes traveled by project generated traffic, traffic noise could impact a much more substantial number of noise sensitive residential and other uses located between Location B and U.S. Highway 101. This would occur if truck access to U.S. Highway 101 via Alisal Road and Hartnell Road proved to be infeasible as is discussed in the Traffic and Circulation subsection below. In this case, truck traffic would take a circuitous route through existing developed areas to access the Airport Boulevard interchange. Sensitive residential and other uses are located along most routes that would be taken to access this interchange.

Potential impacts from noise exposure from airport operations are lower than at the Plan Area as a smaller portion of Location B is within airport operations noise contours.

Public Services. Impacts would be similar to those for the proposed Project. Since the type and intensity of development would be the same at Location B as at the Plan Area, the same level of services demand would be created. It is likely that a change in location of services demand would not result in the need to construct new public facilities whose construction and operation could have adverse environmental effects.

Transportation and Circulation. As is summarized in the following discussion, under existing conditions, development of Location B is assumed to have similar or greater impacts on the circulation network as the proposed Project. The assumptions for traffic generation and vehicle mix for Location B are the same as for the Plan Area. However, the existing road network onto which traffic from Location B would be distributed would also be significantly different than for the Plan Area. The number of intersections/road segments that would be impacted is highly dependent on how truck traffic from Location B would access U.S. Highway 101. Fewer facilities would be impacted if it is feasible for truck traffic to access U.S. Highway 101 via Alisal Road and Hartnell Road in the short-term. It is likely that capacity improvements would be needed along this route. Further,

the feasibility of accessing U.S. Highway 101 southbound, the direction that approximately 40 percent of line haul and 62 percent of field trucks are anticipated to travel, is in question. Southbound access is available only at Spence Road to the south where traffic turning left onto southbound U.S. Highway 101 must cross the northbound lanes of the highway. This could create unacceptable safety risks. Over the longer-term, if the Harris Road interchange is constructed and other planned local roadways are constructed/improved (i.e. proposed east side bypass, improvements to Alisal Road and Hartnell Road), potential impacts could be substantially reduced. If access to U.S. Highway 101 is not available via Hartnell Road, all truck traffic would have to take an indirect route through existing developed areas and multiple stop controlled intersections to access the Airport Boulevard interchange. A number of intersections and road segments would be adversely impacted. It is assumed that substantial improvements to the Airport Boulevard interchange, in addition to those already planned and approved (as described in Section 2.10, Transportation and Circulation), would be necessary. The feasibility of expanding the Airport Boulevard interchange beyond the improvements already planned is in question. Further, a substantial number of employee vehicle trips would likely utilize existing local streets to access Location B. Traffic volumes on several local streets would likely substantially increase, thereby impacting local circulation conditions outside of routes traveled primarily by truck traffic.

Water. Impacts would be similar to those for the proposed Project. Water demand at Location B would be the same as anticipated for the Plan Area as the project description would not change. Since Location B has also been historically used for agricultural purposes, it is assumed that its conversion to urban use would also result in an incremental reduction in groundwater demand and similar effects on groundwater quantity and quality as described in DEIR, Section 2.11, Water.

Sanitary and Industrial Wastewater. Impacts would be similar or incrementally lower than for the proposed Project. Please see the discussion of sanitary and industrial wastewater issues for Location A. The feasibility of constructing industrial wastewater conveyance to meet needs for Location B could be in question. The closest existing terminus of the City's existing conveyance system is on Airport Boulevard west of U.S. Highway 101, a distance of approximately 2.5 miles (as measured by circumventing the south side of the airport). If this improvement is financially infeasible, industrial wastewater treatment would not likely be available and development of the proposed Project at Location B may be infeasible.

Other Issues. Please refer to the same discussion presented for Location A. Impacts at Location B are anticipated to be similar to those for the proposed Project.

In addition to avoiding the premature conversion of prime agricultural land, this alternative would likely lessen the magnitude of geologic hazards (primarily liquefaction) and incremental indirect impacts of constructing new industrial wastewater treatment capacity. However, key project level environmental effects, effects that would remain significant even after mitigation, would be similar to or greater than for the proposed Project. Among these are air quality, traffic and circulation, and noise effects. For these

latter reasons, Alternative 4, Location B, is not considered to be environmentally superior to the proposed Project at the project level.

3. Feasibility of Alternative 4

The City and Local Agency Formation Commission find Alternative 4 to be infeasible for the above stated reasons, and rejects it as a viable alternative to the Project.

XI. STATEMENT OF OVERRIDING CONSIDERATIONS

As set forth in the preceding sections, the City of Salinas's approval of the Salinas-Ag Industrial Center Specific Plan Project, and LAFCO's approval of the proposed Sphere of Influence Amendment and annexation, will result in significant adverse environmental effects that cannot be avoided even with the adoption of all feasible mitigation measures; and there are no feasible Project alternatives that would mitigate or substantially lessen all of these impacts. Despite the occurrence of these effects, however, the Local Agency Formation Commission, in accordance with CEQA Guidelines section 15093, chooses to approve the proposal because, in the Commission's view, the economic, social, and other benefits that the Project will produce will render the significant effects acceptable.

A. Significant and Unavoidable Impacts

As discussed in Section X.A.1, *supra*, the Salinas-Ag Industrial Center Specific Plan Project will result in the following potentially significant and unavoidable impacts, even with the implementation of all feasible mitigation measures:

- **Direct Loss of Prime Farmland.** The proposed Project would result in the direct loss of Prime Farmland in that conversion of 257 acres of Prime Farmland used for production of row crops to an urban use that is limited to agricultural support uses. These uses would preclude continued cultivation and agricultural crop production. This impact is significant. (DEIR, pp. 2-14 to 2-15, 2-21 to 2-23)
- **Cumulative Impact to Prime Farmland.** The General Plan FEIR identifies that build out under the General Plan would result in the conversion of over 3,000 acres of land designated as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to urban use. Conversion of these agricultural soils to urban uses results in their future unavailability for continued agricultural cultivation and production. This is considered a significant and unavoidable impact. Build out of the Plan Area would result in conversion of an additional 257 acres of Prime Farmland to urban use. The loss of an additional 257 acres of Prime Farmland is considered to be a cumulatively considerable contribution to this cumulative impact and to be significant and unavoidable. (DEIR, p. 3-4)
- **Contribution to Long-Term Operational (Regional) Criteria Air Pollutants.** Traffic generated by build out of the Plan Area, about 40 percent of which would be heavy and medium-heavy trucks, would result in ROG, NOX and PM10

emissions volumes that are greater than the applicable MBUAPCD thresholds. This is a significant impact. (DEIR, pp. 2-39 to 2-40, 2-44)

Cumulatively Substantial Increase in GHG Emissions That Contribute to Climate Change. Under a conservative assumption where all GHG emissions from field and truck trips associated with the proposed Project are considered to be new, build out of the Plan Area would result in generation of approximately 389,017 metric tons CO₂e/year. The actual volume of emissions generated by the proposed Project may be significantly lower. (DEIR, pp. 2-60 to 2-68, 3-5)

Transportation Impacts: Adding traffic from build out of the Plan Area would have a significant impact on the following study intersections:

- SR 68 / Hunter Lane (#2) – Stop Controlled (Westbound). (DEIR, pp. 2-130, 2-139, 2-148 to 2-150)
- Blanco Road-Sanborn Road / Abbott Street (#10) – Signalized. (DEIR, pp. 2-153 to 2-154)
- Airport Boulevard / Hansen Street (#14) – Stop Controlled (Northbound and Westbound Through). (DEIR, pp. 2-155 to 2-156)
- Harkins Road / Hansen Street (#15) – Signalized. (DEIR, pp. 2-156 to 2-157)
- Harkins Road / Abbott Street (#16) – Signalized. (DEIR, p. 2-157)
- U.S. Highway 101 / Hartnell Road Connector (#26) – Stop Controlled (Westbound). (DEIR, pp. 2-157 to 2-158)
- Cooper Road / Blanco Road (#37) – Stop Controlled (Southbound). (DEIR, pp. 2-158 to 2-159)
- Davis Road / Blanco Road (#38) – Signalized. (DEIR, pp. 2-159 to 2-160)
- SR 68 / Hitchcock Road (#39) – Stop Controlled (Eastbound). (DEIR, pp. 2-160 to 2-161)
- Merrill Street / Abbott Street (#42) – Stop Controlled (Northbound). (DEIR, pp. 2-161 to 2-162)

Adding traffic from build out of the Plan Area would have a cumulatively considerable contribution to cumulative impacts:

- 2030 Cumulative Plus Project with No U.S. Highway 101/Harris Road Interchange Scenario Analysis. (DEIR, pp. 3-7 to 3-9)
- SR 68 Westbound Ramps / Spreckels Boulevard (#3) – Stop Controlled (Southbound). (DEIR, p. 3-7, 3-10)
- SR 68 Eastbound Off-Ramp / Spreckels Boulevard (#4) – Stop Controlled (Northbound). (DEIR, p. 3-10)
- SR 68 Eastbound Onramp / Spreckels Boulevard (#5) – Stop Controlled (Southbound). (DEIR, p. 3-10)
- U.S. Highway 101 Northbound Ramps / Fairview Avenue (#7) – Stop Controlled (Northbound). (DEIR, p. 3-11)
- Blanco Road-Sanborn Road / Abbott Street (#10) – Signalized. (DEIR, pp. 3-7, 3-13)
- Harkins Road / Hansen Street (#15) – Signalized. (DEIR, pp. 3-7, 3-14)
- Harkins Road / Abbott Street (#16) – Signalized. (DEIR, pp. 3-7, 3-14 to 3-15)

- Harkins Road / Hunter Lane (#19) – Stop Controlled (Eastbound). (DEIR, pp. 3-7, 3-15 to 3-16)
- Fairview Avenue (Sanborn Road – U.S. Highway 101 Northbound Ramps) (Segment #5a). (DEIR, pp. 3-7, 3-20, 3-21 to 3-22)
- U.S. Highway 101 (Potter Road – Spence Road) (Segment #20a). (DEIR, pp. 3-7, 3-20, 3-24)
- U.S. Highway 101 (Spence Road – Abbott Street) (Segment #20b). (DEIR, pp. 3-7, 3-20, 3-24 to 3-25)
- Abbott Street Interchange (Southbound onramp) (Segment #23b). (DEIR, pp. 3-7, 3-20, 3-26)
- **Noise.** The General Plan FEIR concludes that traffic volumes generated at build out of the General Plan would result in significant unavoidable noise impacts. By adding significant traffic to the City's road network, the proposed Project would contribute to increased noise levels along roadways where noise volumes would already exceed exterior noise exposure standards at noise sensitive uses. The proposed Project would create increased traffic volumes on this roadway relative to that projected under General Plan build out. For this reason, the proposed Project is considered to have cumulatively substantial noise impacts. (DEIR, pp. 3-30 to 3-31)

B. Overriding Considerations

In the City Council's and Local Agency Formation Commission's judgment, the Project and its benefits outweigh its unavoidable significant effects. The following statement identifies the specific reasons why, in the City Council's and Local Agency Formation Commission's judgment, the benefits of the Project as approved outweigh its unavoidable significant effects. Any one of these reasons is sufficient to justify approval of the Project. Thus, even if a court were to conclude that not every reason is supported by substantial evidence, the City Council and Local Agency Formation Commission would stand by its determination that each individual reason is sufficient. The substantial evidence supporting the various benefits can be found in the preceding findings, which are incorporated by reference into this section (XI), and in the documents found in the Record of Proceedings, as defined in section V.

1. The project will support agriculture in the region.

The City lies at the north end of the Salinas Valley, the "Salad Bowl of the World." The City is the processing and shipping point for the agricultural products grown in the Valley, including lettuce, broccoli, mushrooms, and strawberries. This industry forms one of the fundamental bases for the local economy. (General Plan, p. 1-1) Currently the Salinas Valley agricultural sector produces approximately \$3.2 billion of sales. (Jeffrey H. Weir, CEcD, Salinas Valley Economic Development Strategic Plan, p. 5) "The first and highest priority for economic development is to assist existing local businesses to remain healthy." (*Id.* at p. 7) The Project is intended to foster and promote the continued vitality of the agricultural production in the region. The project will increase Salinas's agricultural industrial processing capacity. The intent of the

project as well is to create a large agricultural-industry hub of synergistic uses that promotes agricultural industry and innovation, and enables businesses to capture cost and resource efficiencies that result from locating within Salinas – an important center of the West Coast agricultural industry;

2. The project will create employment opportunities for local residents.

One of the key project objectives is to retain Salinas's existing agricultural related job base and expand employment generation potential from the Plan Area by maximizing development capacity and providing for diverse agricultural industrial uses that create high value employment opportunities in close proximity to Salinas's existing population base. In fact, when fully built out, the project is projected to generate about 4,142 jobs. (Applied Development Economics (hereinafter "ADE"), Public Services Plan & Impact Analysis for the Salinas Ag-Industrial Center, dated July 8, 2009, Appendix J to the DEIR, pp. 1, 3, 6, 21) Of those, about 1,950 jobs are expected for the ag-industrial sector, 545 ancillary office, and 297 are expected for ancillary retail. (*Id.* at p. 6) Many of these jobs, however, will be somewhat seasonal. (DEIR, pp. 3-32 to 3-33) During build out, of course, the project will generate an un-quantified number of temporary, construction-related jobs.

3. The project will help improve the City's jobs to housing balance.

Ideally, every community would achieve about 1.5 jobs for every housing unit, based on the estimate that there are about 1.5 workers in each household. (ADE, Public Services Plan & Impact Analysis for the Salinas Ag-Industrial Center, dated July 8, 2009, Appendix J to the DEIR, p. 21) At present, the jobs to housing ratio in Salinas is about 1.15. The project will improve the ratio to 1.25 jobs per housing unit. (*Ibid*) While the City anticipates that its current jobs to housing ratio could degrade with the development of the future growth area as anticipated in the general plan from 1.15 to .98, the proposed Project will help offset that degradation and would be projected to result in a jobs to housing ratio of 1.06. (*Id.* at pp. 21 to 22)

4. The project will generate sales and property taxes for the City and other local governments.

Another important objective of the project is to maximize the total potential tax revenue for the City and the County from the Plan Area by providing highly functional and environmentally feasible development capacity, maximizing the use of the land, and providing opportunities for high quality economic development. ADE prepared the *Public Services Plan & Fiscal Impact Analysis for the Salinas Ag-Industrial Center* project. (Appendix J to the DEIR). ADE concluded that the project would create a demand for public services at a cost of about \$793,000 per year, and would generate about \$2,100,000 million annually in tax and fee revenues. (ADE, Public Services Plan & Impact Analysis for the Salinas Ag-Industrial Center, dated July 8, 2009, Appendix J to the DEIR, pp. 2, 11). During the life of Measure V, the project would generate an additional \$106,000 in revenues, although that measure will sunset in 2016 unless

renewed by the voters. (*Ibid*) In total, the project is expected to generate a net benefit of \$1,300,000 per year for the City. (*Id.* at p. 15)

C. Conclusion

As explained above, the City Council and Local Agency Formation Commission have balanced these benefits and considerations against the significant unavoidable environmental effects of the Project and has concluded that the impacts are outweighed by these benefits, among others. After balancing environmental costs against Project benefits, the City Council and Local Agency Formation Commission have concluded that the benefits the Salinas community and Monterey County economy will derive from the Project outweigh the risks. The City Council believes the Project benefits outlined above override the significant and unavoidable environmental costs associated with the Project.

SALINAS AG-INDUSTRIAL CENTER
CITY OF SALINAS, CALIFORNIA

TABLE OF IMPACTS, MITIGATION MEASURES, AND CEQA FINDINGS

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
AESTHETICS			
<i>Substantial Adverse Effect on Scenic Vista</i> Neither the City nor the County have defined locations of scenic vistas that would be adversely affected by development of the Plan Area. Views of and through the Plan Area are not unique to the vicinity or region. Consequently, development of the Plan Area as proposed would have no impact on a scenic vista. (DEIR, pp. 2-6, 2-11.)	No mitigation measures are necessary.	NI	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.) Here, no impact was identified.
<i>Adverse Effects on a State Scenic Highway</i> U.S. Highway 101 is not designated as a state scenic highway in the area of the proposed project. Therefore, the proposed project will have no impact on scenic resources within a state designated scenic highway. (DEIR, pp. 2-6, 2-11.)	No mitigation measures are necessary.	NI	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.) Here, no impact was identified.
<i>Change in Visual Character</i> Development of the Plan Area will result in a substantial change in the visual quality and character of the site as seen from adjacent streets and U.S. Highway 101. This change would occur with the conversion of the site from agricultural crop production to any form of urban development. The effects of the change can be reduced through sensitive development design. The Specific Plan includes a range of policies, design standards, and development standards that address visual sensitivity. The Zoning Code provides additional development standards. Given the industrial nature of the project and the fact that future development must be consistent with design standards and development standards contained in the Specific Plan and Zoning Code, the visual impact of new development is considered less than significant. (DEIR, pp. 2-6, 2-11.)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<i>Impact of Light and Glare on Nighttime Views</i> Development in the Plan Area will create new sources of light and glare. The Specific Plan includes several policies and design standards intended to minimize the impact of sources of light and glare. Implementation of these standards, plus the requirement that new development be consistent with the Zoning Code standards pertaining to light and glare will ensure that the potential for light and glare impacts is less than significant. (DEIR, pp. 2-6 to 2-7, 2-11.)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
AGRICULTURAL RESOURCES			
<i>Direct Loss of Prime Farmland</i> The proposed project would result in the direct loss of prime farmland in that conversion of 257 acres of Prime Farmland used for production of row crops to an urban use that is limited to agricultural support uses. These uses would preclude continued cultivation and agricultural crop production. This impact is significant. (DEIR, pp. 2-14 to 2-15, 2-21 to 2-23; FER, pp. 2-11, 2-16 to 2-17, 3-5.)	Mitigation Measure AG-1. The applicant shall dedicate an agricultural conservation easements and fee title to the Ag Land Trust for 196.6 acres of prime row crop land known as the Odello Ranch (APN 253-104-003). The City Attorney shall verify that fee title has been conveyed easements have been dedicated prior to approval of a grading permit or building permit as applicable for any improvement proposed within the Plan Area. (DEIR, p. 2-23; FER, p. 3-5.)	SU	<p>The City Council hereby directs that Mitigation Measure AG-1, be adopted. Implementation of Mitigation Measure AG-1, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>The project will result in the conversion of 257 acres of Prime Farmland used for production of row crops to an urban use that is limited to agricultural support uses. These uses would preclude continued cultivation and agricultural crop production. The City has adopted an Agricultural Land Preservation Program (ALP) to implement the City's overall approach for conserving agricultural lands. The project applicant must comply with the requirements contained in the ALP. And in point of fact, the applicant has identified a 196-acre ranch, which has historically been devoted to row crop production, and is proposing to dedicate fee title to the ranch to the AG Land Trust to be held in perpetuity as agricultural land. Mitigation Measure AG-1 has been modified to reflect this. Even with the adopted mitigation, however, the direct loss of prime farmland remains a significant, unavoidable impact. (DEIR, pp. 2-14 to 2-15, 2-21 to 2-23; FER, pp. 2-11, 2-16 to 2-17, 3-5.)</p>
<i>Indirect Conversion of Adjacent Agricultural Land</i> The project has the potential to result in the indirect loss of prime farmland due to potential conflicts with adjacent land uses. To avoid this	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
potential impact, the project will establish and maintain a 70-foot wide agricultural buffer easement along the southwest Plan Area boundary and a 20-foot wide agricultural buffer easement along the southeast Plan Area boundary. The overall buffer between the Plan Area and agricultural uses to the southeast includes the proposed 20-foot buffer easement and the Harris Road right-of-way, thus making the separation between uses much greater. Draft EIR Figure 10, Landscape and Buffer Easements shows the location of these buffers. (DEIR, pp. 2-21 to 2-23; Specific Plan, pp. 7-1 to 7-2.)			
AIR QUALITY	<p><i>Construction Phase PM₁₀ Generation</i></p> <p>Development of the Plan Area will involve grading in excess of the Monterey Bay Unified Air Pollution Control District (MBUAPCD) thresholds of 8.1 acres (general construction activity) and 2.2 acres (grading/excavation). This is a significant impact. (DEIR, pp. 2-35, 2-37 to 2-38; FEIR, pp. 2-22 to 2-24, 3-6.)</p>	<p>LTS</p> <p>Implementation of either one of the following mitigation measures would ensure that this impact will be less than significant.</p> <p>Mitigation Measure AQ-1. Construction Dust Reduction - Limited Site Grading. Grading plans shall be prepared to limit general construction activity to 8.1 acres per day and grading/excavation activity to 2.2 acres per day within the Plan Area. As more detailed construction information becomes available, emissions from grading activities should be reassessed to determine if the area of grading could be increased; or</p> <p>Mitigation Measure AQ-2. Construction Dust Mitigation Plans. Applicants for infrastructure improvements and for individual projects on sites over 2.2 acres shall prepare a construction dust mitigation plan for approval by the City of Salinas Engineering Services Department. Each mitigation plan shall identify the maximum number of acres of grading per day that may be permitted without exceeding the MBUAPCD's construction phase PM₁₀ threshold of 82 pounds per day. The mitigation plan shall specify the methods of dust control that would be utilized, demonstrate the availability of needed equipment and personnel, use of reclaimed water for dust control, and identify a responsible individual who, if needed, can authorize implementation of additional measures. The mitigation plan shall incorporate best management practices to be implemented during all construction activities including, but not limited to, the following:</p> <p>a. Water all active construction areas at least twice daily. Frequency should be based on the type of</p>	<p>The City Council hereby directs that Mitigation Measure AQ-1 be adopted. Implementation either measure, which has been required or incorporated into the Project, will reduce this impact to a less-than-significant level. (DEIR, pp. 2-35, 2-37 to 2-38; FEIR, pp. 2-22 to 2-24, 3-6.) The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	<p>operation, soil, and wind exposure (and prevent visible emissions and off-site drift). Active areas adjacent to existing businesses should be kept damp at all times. If necessary during windy periods, watering is to occur on all days of the week regardless of onsite activities. Recycled or non-potable water should be used to the extent practical;</p> <p>b. When possible, perform grading activities during morning hours when winds are generally calmer, and suspend grading when hourly-averaged winds exceed 15 mph and visible dust clouds cannot be contained within the site;</p> <p>c. Pavement, apply water at least twice daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas;</p> <p>d. Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles;</p> <p>e. Hydro-seed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas that are inactive for 10 days or more). Plant vegetative ground cover in disturbed areas as soon as possible;</p> <p>f. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites;</p> <p>g. Sweep street if visible soil material is carried out from the construction site;</p> <p>h. Limit traffic speeds on any unpaved roads to 15 mph;</p> <p>i. Maintain at least two feet of freeboard and cover loads on all trucks hauling dirt, sand, or loose materials;</p> <p>j. Install wheel washers at the entrance to construction sites for all exiting trucks; and</p> <p>k. Post a publicly visible sign that specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall be visible to ensure compliance with Rule 402 (Nuisance).</p> <p>(DEIR, p. 2-43; FEIR, p. 3-6.)</p>		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<i>Operational Emissions</i> Traffic generated by build out of the Plan Area, about 40 percent of which would be heavy and medium-heavy trucks, would result in ROG, NOX and PM10 emissions volumes that are greater than the applicable MBUAPCD thresholds. This is a significant impact. (DEIR, pp. 2-39 to 2-40, 2-44; FEIFR, pp. 2-24, 2-30 to 2-31.)	No feasible mitigation identified.	SU	<p>Implementation of applicable policies and measures in the General Plan, MBUAPCD rules and regulations, and the Specific Plan would reduce the volume of operational emissions generated and lessen the severity of the significant environmental effect, but would not necessarily reduce operational emissions impacts to a less than significant level.</p> <p>Applicable General Plan policies and MBUAPCD rules and regulations outlined in the EIR apply and are intended to reduce air emissions. (DEIR, pp. 2-29 to 2-30.)</p> <p>The Specific Plan includes policies and development standards for improved energy efficiency, use of alternative energy sources, accommodation of alternative energy vehicles, development of transit facilities, and promotion of non-motorized transportation (pedestrian and bicycle facilities) that will also function to reduce air emissions from the projects. These measures mirror the types of operational emissions mitigation actions recommended for a project of this type by the MBUAPCD</p> <p>For instance, the Specific Plan provides for bike lanes along the project side of Harris Road, and on both sides of Abbott Street, Street "A," Street "B" and the portion of Dayton Street south of Street "A." The bike lanes connect to existing City bicycle and pedestrian facilities, and to public transit facilities on Abbott Street that enable transit access to the Plan Area. Sidewalks are provided on both sides of all internal public roadways and along the Harris Road and Abbott Street project frontages. These bike and pedestrian facilities may encourage some employees to walk or bike to work, thereby reducing vehicle emissions. (DEIR, pp. 2-30 to 2-32, 2-40; Specific Plan, pp. 6-2, 6-7, 6-13 to 6-14, 7-6 to 7-7.)</p> <p>The Specific Plan, particularly at Chapter 7, includes a range of "green building" standards that are in part designed to reduce generation of air emissions and greenhouse gases. Implementation of these standards would have a benefit on air quality by reducing air emissions. (DEIR, pp. 2-30 to 2-32, 2-40; Specific Plan, pp. 7-1 to 7-18, especially pp. 7-4 to 7-10.)</p> <p>Thus, although policies and measures have been required in, or incorporated into, the Project that substantially lessen the identified significant impact, those changes do not avoid the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant at this juncture. (DEIR, pp. 2-30 to 2-32, 2-40; FEIFR, pp. 2-24, 2-30 to 2-31.) As a result, the effects remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<i>Stationary Operational Emissions</i> Detailed information on the types of future specific projects that will be built within the Plan Area is not available. However, stationary source emissions (from power generators, fuel dispensing pumps, etc.) are typically associated with commercial and industrial uses and can result in significant air emissions. All new uses would be required to comply with the source regulations of the MBUAPCD. Compliance with the regulations would reduce this potentially significant impact to a less than significant level. This is a less than significant impact. (DEIR, pp. 2-42, 2-44; FEIR, p. 2-23.)	No mitigation measures are necessary.	LTS	<p>Stationary source emissions are typically associated with some commercial and industrial uses. These emissions represent the majority of long-term operational emissions from most industrial land uses. There is no definitive means to determine what the stationary source emissions would be for build out of the Plan Area because future commercial and industrial uses are unknown at this time. Any future use that may require a permit from the MBUAPCD under any one of its rules or regulations would be evaluated by the MBUAPCD per Rule 207 Review of New or Modified Sources, and Rule 1000 Permit Guidelines and Requirements for Sources Emitting Toxic Air Contaminants. Additional air quality analysis will be required as part of future development applications within the Plan Area to determine the health risks associated with direct and indirect sources of diesel emissions or other toxic air contaminants. Such sources could include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Stationary sources of power generators (boilers, engines, turbines, etc.); • Gasoline dispensing operations; • Diesel engine repair shops; • Ammonia based cooling/refrigeration systems; and/or • ATCM for In-Use Diesel-Fueled Transport, Refrigeration Units (TRU) and TRU Generator Sets, and Facilities Where TRUs Operate.
<i>Carbon Monoxide Concentrations</i> The intersection of Davis Road and Blanco Road would operate at LOS F in the afternoon peak hour, and sensitive residential uses are located adjacent to the intersection. The CO manual screening protocol indicates that these sensitive receptors would not be exposed to excessive CO concentrations. (DEIR, pp. 2-40 to 2-41, 2-44.)	No mitigation measures are required.	LTS	<p>All new uses would be required to comply with the source regulations of the MBUAPCD. Compliance with the regulations would reduce this potentially significant impact to a less than significant level. (DEIR, pp. 2-42, 2-44; FEIR, p. 2-23.) Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)</p>
<i>Odors</i> Industrial uses within the Plan Area could produce objectionable odors depending on the type of operations. Many agricultural processing plants produce odors as food is processed. It is presumed	No mitigation measures are required.	NI	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.) Here, no impact was identified.</p>

2-42

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
that the uses within the Plan Area would produce similar odor concentrations to those in the surrounding industrial plants. Since sensitive receptors are largely absent in the vicinity of the Plan Area, the potential for odors being objectionable is low. (DEIR, pp. 2-37, 2-42.)			
CLIMATE CHANGE <i>Cumulatively Substantial Increase in GHG Emissions That Contribute to Climate Change</i>	No feasible mitigation identified.	SU	<p>Policies and measures have been required in, or incorporated into, the Project that substantially lessen the identified significant impact; those changes do not avoid the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>Implementation of Specific Plan GHG reduction measures, including the Specific Plan's "green building" policies addressing the application of LEED principles and the state's implementation of truck efficiency and low carbon fuel standards could result in total GHG emissions reductions of up to 28 percent. This is a significant reduction and may be consistent with CARB's Scoping Plan target for local agencies (15 percent below existing levels by 2020). Excluding GHG emissions from field trucks and line haul trucks, implementation of Specific Plan measures only (those within the control of the City and developers and that apply to sources of project related GHG emissions other than field and line truck operations) could result in GHG emissions reductions of up to about 47 percent. This is a substantial reduction and one that is likely to exceed the Scoping Plan target. For both conditions, actual GHG emissions reductions may be lower than projected as some of the projected reductions are based on assumptions whose validity can only be established at build out of the Plan Area. The statements about consistency with Scoping Plan targets consider the uncertainty involved in projecting actual emissions reductions.</p> <p>The GP SEIR concluded that build out of the General Plan would result in a cumulatively substantial and unavoidable impact on climate change. This conclusion did not consider new GHG emissions resulting from build out of the Plan Area because such development had not been proposed when the GP SEIR was prepared. Despite substantial potential GHG emissions reductions resulting from the implementation of feasible GHG reduction measures included in the Specific Plan, a significant volume of new GHG emissions will be generated that will exacerbate the cumulatively substantial and unavoidable impact on climate change identified in the GP</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			SEIR No other feasible mitigation measures have been identified. Therefore, impacts from build out of the Plan Area are considered to be cumulatively significant and unavoidable. (DEIR, pp. 22-60 to 2-68;FEIR, pp. 2-13, 2-31; Specific Plan, pp. 7-4 to 7-18.)
CULTURAL RESOURCES <i>Buried Archaeological and/or Cultural Resources</i>	<p>CR-1. The following language will be included in all permits associated with earth moving activities issued for the proposed development within the Plan Area, at off-site infrastructure improvement locations, and at the Cal Water storage tank site:</p> <p><i>In the event that significant paleontological and/or archaeological remains are uncovered during excavation and/or grading, all work shall stop in the area of the subject property until an appropriate data recovery program can be developed and implemented by a qualified archaeologist.</i></p> <p>CR-2. If human remains are found during construction within the Plan Area, at off-site infrastructure improvement locations, and/or at the Cal Water storage tank site there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the archeological monitor and the coroner of Monterey County are contacted. If it is determined that the remains are Native American, the coroner shall contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descendant (MLD) from the deceased Native American. The MLD may then make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and associated grave goods as provided in Public Resources Code section 5097.98. The landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance if: a) the Native American Heritage Commission is unable to identify a MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission; b) the descendent identified fails to make a recommendation; or c) the landowner or his</p>	LTS	The City Council hereby directs that these Mitigation Measures CR-1 and CR-2 be adopted and incorporated into the Project. Compliance with Mitigation Measures CR-1 and CR-2, which have been required or incorporated into the project, will reduce this impact to a less than significant level. Implementation by the applicant, developers of future projects within the Plan Area, and by Cal Water would reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. (DEIR, pp. 2-72 to 2-74.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
authorized representative rejects the recommendation of the descendent, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. (DEIR, pp. 2-73 to 2-74.)	No mitigation measures are required.	NI	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.) Here, no impact was identified.
Historic Resources The proposed project includes the demolition of the existing buildings on the project site. None of the existing buildings are currently identified as significant historic resources, nor do they appear to be eligible for listing. The proposed project would not result in a significant impact to historic resources. (DEIR, pp. 2-73 to 2-74.)			
GEOLOGY AND SOILS			
Seismic Shaking and Expansive Soils Improvements constructed within the Plan Area will likely be subject to significant groundshaking over their service life. Damage to improvements and impacts to public health and safety are possible if improvements are not constructed to withstand design seismic events and effects of expansive soils. This is a potentially significant impact. (DEIR, pp. 2-77 to 2-80.)	GEO-1. All future development within the Plan Area shall be designed consistent with the latest edition of the California Building Code and its related seismic standards as well as any additional standards required as standard conditions of approval by the City. Prior to issuance of a building permit for each project within the Plan Area, a geologic report, soils report, and structural calculations prepared by certified professionals shall be provided. Results and conclusions of the reports shall be incorporated into the final project design. Final improvement plans shall be subject to review and approval of the City of Salinas Development and Engineering Services Department prior to issuance of a grading permit. (DEIR, p. 2-81.)	LTS	The City Council hereby directs that this Mitigation Measure GEO-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure GEO-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. (DEIR, pp. 2-77 to 2-80.) The Plan Area is located in a seismically-active region. A major earthquake along one of the regional faults has the greatest potential to generate major ground shaking in Salinas and could result in structural damage to future development within the Plan Area. Policy S-4.1 of the General Plan requires all new development to investigate potential seismic hazards that may be present within a proposed project area and to mitigate those hazards to ensure public safety. (DEIR, p. 2-79.) Landset Engineers, Inc. prepared a preliminary soil engineering investigation and asphalt pavement design for the proposed Plan Area in April 2008. The report is titled Preliminary Soil Engineering Investigation and Asphalt Pavement Design (hereinafter "Landset report"). The Landset report was prepared to explore surface and subsurface soil and groundwater conditions at the site, and to provide preliminary design level soil-engineering criteria for construction of infrastructure improvements on the site. The Landset report addresses a range of geotechnical issues and contains recommendations for site development related to site preparation and grading, general foundations, conventional footing, post-tensioned/mat slab foundations, slabs-on-grade and exterior flatwork, utility trenches, site drainage and asphalt pavement design. A list of 34 preliminary recommendations was prepared as a guideline for project planners and designers for the soil engineering aspects of

2-45

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
		LTS	future project design and construction. Additionally, City may require additional soils and geotechnical information for future development within the Plan Area to demonstrate that individual projects are being designed to mitigate seismic hazards to which they may be subjected. Ultimately, the all future development within the Plan Area must be in compliance with the recommendations of the Landset report and with the seismic safety requirements of the California Building Code. (DEIR, pp. 2-78, 2-79, 2-81.)
<i>Liquefaction Hazards</i>	GEO-2. Applicants for future projects within the Plan Area shall each prepare a detailed site specific supplemental liquefaction study. The supplemental liquefaction study shall be performed in accordance with the guidelines contained within the California Division of Mines and Geology Special Publication 117, as adopted by the State Mining and Geology Board in accordance with the State of California Seismic Hazards Mapping Act of 1990. The supplemental liquefaction study should also include additional cone penetrometer test (CPT) borings in order to more accurately characterize the site subsurface conditions, determine liquefaction factors of safety, and estimate potential ground settlements as a result of liquefaction. As an option, the applicant or master developer may, at the discretion of the City, choose to conduct a detailed liquefaction analysis for the entire Plan Area for use by individual project developers in their respective project design processes. Final improvement plans shall be prepared subject to recommendations in the site specific liquefaction analysis or the Plan Area liquefaction analysis and be consistent with applicable recommendations provided in the Landset report. Final improvement plans shall be subject to review and approval of the City of Salinas Development and Engineering Services Department prior to issuance of a grading permit. (DEIR, p. 2-81; FEIR, p. 3-7.)	LTS	The City Council hereby directs that this Mitigation Measure GEO-2 be adopted and incorporated into the Project. Compliance with Mitigation Measure GEO-2, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. (DEIR, pp. 2-75, 2-79, 2-81; FEIR, pp. 2-11, 3-7.)
HAZARDS AND HAZARDOUS MATERIALS			
Exposure to Potentially Hazardous Materials Located On-Site	HZ-1. Limited soils and groundwater testing at the existing hazardous materials containment area located near the Abbott Street/Harris Road intersection as defined in the Phase I Environmental Site Assessment Uni-Kool, 1776 and 1780 Abbott Street prepared by O'Brien & Gere shall be conducted by a qualified professional. The analysis shall include a remediation plan as necessary to ensure that contaminated materials are properly handled and disposed. The testing results shall be	LTS	The City Council hereby directs that this Mitigation Measure HA-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure HZ-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. (DEIR, pp. 2-86 to 2-87, 2-88, 2-90.)
No Impact = NI	Less than Significant = LS	Cumulative Significant = CS	Potentially Significant = PS
		10	Significant and Unavoidable = SU
			As explained in the EIR, there are numerous state and local

2-46

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
petroleum related compounds have leached into the ground. This is a potentially significant impact. (DEIR, pp. 2-86 to 2-87, 2-88, 2-90.)	subject to review of the City of Salinas Engineering and Transportation Department and remediation actions completed prior to issuance of a grading permit for any portion of the Plan Area. (DEIR, p. 2-90.)		regulations that apply to the clean up of hazardous materials. These established standards will guide the development of the final remediation plan, if necessary. (DEIR, pp. 2-82 to 2-85, 2-86 to 2-87, 2-88, 2-90.)
<i>Hazards to Public Safety from the Use, Storage, Disposal, and/or Accidental Release of Hazardous Materials.</i>	Applicable regulations will control this potentially significant impact.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.) This impact is identified as less than significant due to the applicability of binding regulations with established procedures and standards. (DEIR, pp. 2-89, 2-90.)
<i>Hazards to Public Safety from Operations of the Salinas Municipal Airport</i>	Applicable regulations will control this potentially significant impact.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.) This impact is identified as less than significant due to the applicability of binding regulations with established procedures and standards. (DEIR, pp. 2-88, 2-89, 2-90.)

No Impact = NI

Less than Significant = LS Significant = S

11

Significant and Unavoidable = SU

Potentially Significant = PS

HYDROLOGY, WATER QUALITY, AND STORM DRAINAGE

<i>Changes in Surface Water Runoff or Drainage Patterns that Cause Off-Site Flooding in Heinz Lake, Carr Lake and/or the Reclamation Ditch</i>	No mitigation measures are required.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
--	--------------------------------------	-----	---

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
As stated in EIR Appendix A of the Preliminary Storm Water Control Plan for the Salinas Ag-Industrial Center, the proposed project would result in a significant increase in impervious surface area. Impervious surfaces would increase from an existing 6,800 square feet to approximately 9,747,000 square feet, or approximately 87 percent of the Plan Area. Due to the increase in impervious surfaces, there would be an increase in the volume of storm water that flows from the Plan Area. These flows, however, will be controlled through project design. The Preliminary Storm Water Control Plan for the Salinas Ag-Industrial Center (RIA 2009) prepared to address run-off from the Plan Area under build out conditions proposes on-site detention and water quality treatment measures. Developers would be responsible for implementing the site-specific storm water flow and quality design measures consistent with the plans established for the project (i.e., Preliminary Hydrology & Hydraulics Study for The Salinas Ag-Industrial Center (June 2009)) (DEIR, pp. 2-100 to 2-103, 2-106 to 2-107; FEIR, pp. 2-37, 2-41 to 2-48.)			<p>The proposed project would convert approximately 257 acres of agricultural fields to between 85 and 90 percent impervious surfaces. With the proposed detention, the increased volume of runoff from the Plan Area would not be expected to cause an increase in 100-year flood conditions over that which would have occurred with the Plan Area in its existing condition. It is estimated that runoff from the Plan Area will increase by 37 acre-feet for the 72-hour, 100-year design storm event. The proposed project includes 55 acre-feet of detention to meet water quality objectives and mitigate for this increased volume of runoff.</p> <p>Assuming the detention measures are implemented as proposed, the proposed project could cause the 72-hour, 100-year design storm event peak flood level at Carr Lake to increase by 0.001 feet. Increases to storm flow rates at downstream sections of the Reclamation Ditch would be less than two hundredths of one percent. Therefore, the proposed project would result in a less than significant impact on flood levels in these lakes provided that on-site drainage improvements are implemented as proposed by the applicant.</p> <p>To ensure that future individual project improvements are designed and function consistent with the Specific Plan and the Preliminary Hydrology & Hydraulics Study for the Salinas Ag-Industrial Center the following measure should be included as a condition of approval for all subsequent projects proposed within the Plan Area:</p> <p><i>Prior to final site plan approval, individual project applicants shall demonstrate to the satisfaction of the City Engineer that recommended on-site drainage improvements identified in the Preliminary Hydrology & Hydraulics Study for The Salinas Ag-Industrial Center (June 2009) are included on final approval plans. Final verification of the proposed on-site collection system shall include, but not be limited to, additional hydrologic modeling of the site and the regional system to ensure that the design configuration of flow controls and detention volume function in a manner consistent with the identified improvements.</i></p> <p>Provided new development is implemented as proposed, the effect of future development on MCWRA's Reclamation Ditch and the flood control system in general would be nearly immeasurable. (DEIR, pp. 2-100 to 2-103, 2-106 to 2-107.)</p> <p>Not only have no impacts been identified that will necessitate mitigation, no established mitigation plans and funding mechanisms exist. Monterey County Water Resources Agency ("MCWRA") is in the process of various flood control plans in the County as well as a nexus study for the funding of these plans. MCWRA's draft Nexus Study has not been formally adopted. Therefore, even had the need for mitigation been</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<i>Changes in Surface Water Runoff or Drainage Patterns that Cause Off-Site Flooding at Dayton Street and Burton Avenue.</i>	No mitigation is required.	LTS	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)</p>
Due to backwater conditions in the Reclamation Ditch, portions of some streets to the west of the project site are subjected to occasional surface ponding during storm events. The engineering analysis and plans prepared by RJA determined that additional flows from the Plan Area would have negligible impact on the surrounding area's ability to discharge and cause increases to water surface elevations. RJA calculated that there would be minimal effect in a 20-year storm, and that the extension of Dayton Street and Burton Avenue could actually reduce flood levels due to additional ponding surface. RBF Consulting concluded that the proposed project could cause the 100-year flood water surface at the west end of Dayton Street to increase by 0.05 feet (about 0.6 inches). However, given the infrequency of the increased ponding depth, the relatively minor increase in ponding depth, and generally low traffic volumes, this would be a less than significant impact. (DEIR, pp. 2-100 to 2-104, 2-107; FEIR, pp. 2-37, 2-41 to 2-48.)			
<i>Soil Disturbance and Erosion</i>	No mitigation is required.	LTS	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)</p> <p>Project implementation would require compliance with NPDES requirements for construction of site storm water discharges. This would include preparation and implementation of a SWPP that specifies how the discharger will protect water quality during construction activities.</p> <p>Compliance with the NPDES requirements would ensure that potential soil erosion impacts associated with the proposed project would be less than significant. Compliance would be assured through the City's standard development review process. (DEIR, pp. 2-92 to 2-95, 2-104 to 2-106, 2-107 to 2-108; FEIR, pp. 2-37, 2-41 to 2-48.)</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<i>Operational Urban Non-Point Source Contaminants</i> Urban pollutants may be carried in storm water runoff from paved surfaces to storm drains and into receiving waters. Roadways and industrial activities can generate a wide range of potential pollutants that can enter the storm drainage system and be conveyed to receiving waters. Compliance with applicable regulations would assure that this impact is less than significant. (DEIR, pp. 2-92 to 2-95, 2-104 to 2-105, 2-108; ; FEIR, pp. 2-37, 2-41 to 2-48.)	No mitigation is required.	LTS	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)</p> <p>The proposed project includes a storm water control plan designed to reduce introduction of pollutant loads to receiving waters. Low impact development techniques, including the use of swales with bio-retention elements and other best management practices to treat essentially all runoff from the Plan Area, are identified in the storm water control plan.</p> <p>Implementation of a storm water control plan as proposed that has been updated to be consistent with detailed final design (including discrete drainage areas and flow control calculations), and potentially meeting other NPDES requirements would ensure that the proposed project would have a less than significant impact on long-term urban non-point source pollution. (DEIR, pp. 2-92 to 2-95, 2-104 to 2-105, 2-108; ; FEIR, pp. 2-37, 2-41 to 2-48.)</p>
PUBLIC SERVICES			
<i>Indirect Environmental Impacts from Construction of Fire Protection Facilities</i> The proposed project can be served by the Salinas Fire Department from existing facilities. No new facilities are needed. There will therefore be no impacts from construction of fire protection facilities. (DEIR, pp. 2-109 to 2-113.)	No mitigation is required.	NI	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.) Here, no impact was identified.</p>
<i>Indirect Environmental Impacts from Construction of Police Protection Facilities</i> The proposed project can be served by the Salinas Police Department from existing facilities. No new facilities are needed. There will therefore be no impacts from construction of police protection facilities. (DEIR, pp. 2-109 to 2-113.)	No mitigation is required.	NI	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.) Here, no impact was identified.</p>
<i>Indirect Environmental Impacts from Construction of School and Park Facilities</i> The proposed project does not include a residential component and would not result in an increase in school-aged children or population in general. There will be no impact on school districts and no need to construct additional facilities as a result of the proposed project. There will be no impacts from increased demand for recreation facilities or the need to construct new recreation facilities. (DEIR, pp. 2-109 to 2-114.)	No mitigation is required.	NI	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.) Here, no impact was identified.</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
TRANSPORTATION AND CIRCULATION			
<i>Intersection Impact: SR 68/Blanco Road (#1) Signalized.</i> Adding traffic from build out of the Plan Area would have a significant impact on the following study intersection: SR68 / Blanco Road (#1) Signalized. With the addition of project traffic, this intersection would continue to operate at an overall LOS D and LOS E during the AM and PM peak hours, respectively. The corresponding increase in the V/C ratio would be 0.01 during both peak hours, with a one to 1.5 second increase in a vehicle's wait at the intersection. Per Caltrans significance criteria, the project would have a significant impact at this intersection. (DEIR, pp. 2-129 to 2-130, 2-139, 2-148 to 2-150; FEIR, pp. 2-57 to 2-58, 3-10 to 3-11.)	T-1. Developers of individual projects within the Plan Area shall pay City of Salinas Traffic Fee Program traffic impact fees prior to issuance of their respective project building permits.	LTS	The City Council hereby directs that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. With the addition of project traffic, this intersection would continue to operate at an overall LOS D and LOS E during the AM and PM peak hours, respectively. The corresponding increase in the V/C ratio would be 0.01 during both peak hours, with a one to 1.5 second increase in a vehicle's wait at the intersection. Per Caltrans significance criteria, the project would have a significant impact at this intersection. The following intersection improvements would improve the LOS to C in the AM and D in the PM: 1. Add a second northbound SR 68 left-turn lane. 4. Convert the westbound Blanco Road share through-right-turn lane to a through lane. 5. Add a dedicated westbound Blanco Road right-turn lane. <i>Improvements 1, 4 and 5 are included in the City of Salinas TFO (#59). The payment of traffic impact fees per the City of Salinas TFO by developers of individual projects within the Plan Area will mitigate their project impacts at this intersection.</i> <i>The City will need to consider several challenges at this intersection, including the location of PG&E electrical equipment located on the southeast corner of the intersection and the location of a parking lot on the northeast corner of the intersection.</i> <i>It should be noted that additional traffic analysis conducted in response to comments has revealed that background level impacts, and mitigation therefore, had been attributed to the project in the Draft EIR. When the project's impacts were disentangled from preexisting impacts, it was determined that identified mitigation, within the City's TFO, would reduce this impact to a less than significant level. (DEIR, pp. 2-129 to 2-130, 2-139, 2-148 to 2-150; FEIR, pp. 2-57 to 2-58, 3-10 to 3-11.)</i>
<i>Intersection Impact: SR 68 / Hunter Lane (#2) – Stop Controlled (Westbound)</i> Adding traffic from build out of the Plan Area would have a significant impact on the following study intersection: SR 68 / Hunter Lane (#2) – Stop Controlled (Westbound). With the addition of	No feasible mitigation has been identified.	SU	No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
project traffic, the minor street approach of this intersection would continue to operate at LOS F during the AM peak hour, with a six second increase in a vehicle's wait at the intersection. Per Caltrans significance criteria, the project would have a significant impact at this intersection. (DEIR, pp. 2-130, 2-139, 2-148 to 2-150; FEIR, pp. 2-57 to 2-58, 3-11 to 3-12.)			<p>Options for improving operations at this intersection include consolidating access points and eliminating left turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would to allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans can and should consider commissioning a systems analysis of the corridor. Corridor improvements are beyond the scope of a single development.</p> <p>It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection because of the different character of the roadway (i.e. no other signals and this is a multi-lane highway).</p> <p>This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. The TAMC Regional Development Fee Program is designed to facilitate improvements to the regional roadway network, including Caltrans facilities, needed to accommodate cumulative development. This fee program is not designed as a mechanism to mitigate project specific impacts on Caltrans facilities. Therefore, at this time, there is no mitigation mechanism in place that will assure implementation of the improvements needed to mitigate the project impact in a timely manner. (DEIR, pp. 2-130, 2-139, 2-148 to 2-150 ; FEIR, pp. 2-57 to 2-58, 3-11 to 3-12.)</p>
<i>Intersection Impact: SR 68 WB Ramps / Spreckels Boulevard (#3) – Stop Controlled (Southbound)</i>	T-3: The developer of the first project within the Plan Area shall fund the improvement to convert the SR 68/Westbound Ramps/Spreckels Boulevard intersection to an all-way stop control, prior to issuance of a building permit. The stop control must be in place prior to issuance of an occupancy permit for the first project within the Plan Area.	LTS	<p>The City Council hereby directs that this Mitigation Measure T-3 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-3, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. (DEIR, pp. 2-139, 2-151.)</p>

2-52

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<i>Intersection Impact: Sanborn Road / Fairview Ave.-U.S. Highway 101 NB Offramp (#6) – Stop Controlled (Eastbound and Westbound)</i> Adding traffic from build out of the Plan Area would have a significant impact on the following study intersection: Sanborn Road / Fairview Ave.-U.S. Highway 101 NB Offramp (#6) – Stop Controlled (Eastbound and Westbound). With the addition of project traffic, this intersection would continue to operate at an overall LOS F during the AM and PM peak hours, with an unidentified increase in the wait time for a vehicle at the intersection. (Note: the traffic model stops calculating the seconds delay when the delay reaches 300 seconds. Under both background and project conditions, the wait is greater than 300 seconds [five minutes].) The minor street approach would also operate at LOS F during both the AM and PM peak hours. Per Caltrans significance criteria the project would have a significant impact at this intersection. (DEIR, pp. 2-151 to 2-152; FEIR, pp. 2-57 to 2-58, 3-12 to 3-13.)	T-5. Developers of individual projects within the Plan Area shall pay City of Salinas Traffic Fee Program traffic impact fees prior to issuance of their respective project building permits. The City shall utilize the fees to fund and construct improvements required at this intersection in a timely manner consistent with the City of Salinas Letter of Intent with Caltrans. (FEIR, p. 3-13, Appendix A.)	LTS	<p>The City Council hereby directs that this Mitigation Measure T-5 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-5, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. (DEIR, pp. 2-139, 2-151.)</p> <p>The following intersection improvements, which are included in the City of Salinas TFO, would improve the LOS to A in the AM and B in the PM.</p> <ol style="list-style-type: none"> 1. Consider signalizing the intersection with an eastbound right-turn overlap, although gaps are created by the signal at the Sanborn Road / U.S. Highway 101 SB Ramps intersection. 2. Lengthen the southbound Sanborn Road left turn-lane pocket. 3. Add a third northbound Sanborn Road through lane. 4. Add a third northbound Sanborn Road through lane. <p><i>Because these improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#52 and #37). In addition, this intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection are identified in the City of Salinas Letter of Intent with Caltrans. The City will apply Traffic Fee Program fees to fund and construct the identified improvements in a timely manner.</i></p>
<i>Intersection Impact: Sanborn Road / Elieve Drive-U.S. Highway 101 SB Ramps (#8) – Signalized</i> Adding traffic from build out of the Plan Area would have a significant impact on the following study intersection: Sanborn Road / Elieve Drive-U.S. Highway 101 SB Ramps (#8) – Signalized. With the addition of project traffic, the operations at this intersection would change from LOS C to LOS D in the AM peak hour and LOS E to LOS F in the PM peak hour. This equates to a 10 second increase in vehicle delay during the AM peak hour and 19 second increase during the PM peak hour. Per Caltrans significance criteria the project would	Mitigation Measure T-5 would also address this impact.	LTS	<p><i>It should be noted that additional traffic analysis conducted in response to comments has revealed that background level impacts, and mitigation therefore, had been attributed to the project in the Draft EIR. When the project's impacts were disentangled from preexisting impacts, it was determined that identified mitigation, within the City's TFO, would reduce this impact to a less than significant level. (DEIR, pp. 2-151 to 2-152; FEIR, pp. 2-57 to 2-58, 3-12 to 3-13, Appendix A.)</i></p> <p>The City Council hereby directs that this Mitigation Measure T-5 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-5, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>Implementation of the following improvements would improve intersection operations to LOS B in the AM peak hour and LOS C in the PM peak hour.</p> <ol style="list-style-type: none"> 1. Close Elieve Drive at Sanborn Road and extend the north end

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
have a significant impact at this intersection. (DEIR, pp. 2-152 to 2-153; FEIR, pp. 2-56 to 2-59, 3-14 to 3-15.) 2. Widen the southbound U.S. Highway 101 off ramp to accommodate two left-turn lanes, one shared through/right turn lane, and one dedicated right-turn lane.			<p>to Work Street (i.e., Phase I Elieve Drive includes travel lands and bridge while Phase II includes parking lane and sidewalk to be built with development of adjacent parcel development)</p> <p>2. Widen the southbound U.S. Highway 101 off ramp to accommodate two left-turn lanes, one shared through/right turn lane, and one dedicated right-turn lane.</p> <p><i>Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37 and #66). In addition, this intersection is within the responsibility and jurisdiction of Caltrans and not the City. Improvements at this intersection are identified in the City of Salinas Letter of Intent with Caltrans. The City will apply Traffic Fee Program fees to fund and construct the identified improvements in a timely manner.</i> (DEIR, pp. 2-152 to 2-153; FEIR, pp. 2-56 to 2-59, 3-14 to 3-15, Appendix A.)</p>
<i>Intersection Impact: Sanborn Road / Work Street-Terven Avenue (#9) – Signalized</i> Adding traffic from build out of the Plan Area would have a significant impact on the following study intersection: Sanborn Road / Work Street-Terven Avenue (#9) – Signalized. With the addition of project traffic, the operations at this intersection change from LOS D to LOS E in the AM peak hour and would continue to operation at LOS E in the PM peak hour. The increase in delay would be 12 seconds during the AM peak hour and one second during the PM peak hour. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. (DEIR, p. 2-153.)	Mitigation Measure T-1 would also address this impact.	LTS	<p>The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. (DEIR, pp. 2-139, 2-151.)</p> <p>The following intersection improvements, which are included in the City of Salinas TFO, would improve the operations at this intersection to LOS D in both the AM and PM peak hours.</p> <ol style="list-style-type: none"> 1. Restripe eastbound Work Street to accommodate two left-turn lanes and one shared through/right. 2. Widen and restripe westbound Terven Avenue to accommodate two left-turn lanes and one shared through/right. 3. Convert east-west split phasing to protected left-turn phasing. 4. Adjust signal timing. 5. Convert northbound Sanborn Road shared through/right-turn lane to a through lane. 6. Add a northbound Sanborn Road right-turn lane. 7. Add a third southbound Sanborn Road through lane. <p><i>Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37). Because these improvements are already in the TFO, payment of fees under Mitigation Measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level.</i> (DEIR, p. 2-153.)</p>
<i>Intersection Impact: Blanco Road-Sanborn Road /</i>	Mitigation Measure T-1 would also address this	SU	The City Council has directed that Mitigation Measure T-1 be

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<i>Abbott Street (#10) – Signalized</i> Adding traffic from build out of the Plan Area would have a significant impact on the following study intersection: Blanco Road-Sanborn Road / Abbott Street (#10) – Signalized. With the addition of project traffic, the operations at this intersection would continue to operate at LOS D in the AM peak hour and change from LOS D to LOS E in the PM peak hour. The increase in delay would be nine seconds during the AM peak hour and 11 seconds during the PM peak hour. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. (DEIR, pp. 2-153 to 2-154.)	impact.		<p>adopted. Implementation of Mitigation Measure T-1, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>Implementation of the following improvements would improve the operations at this intersection to LOS D in both the AM and PM peak hours.</p> <ol style="list-style-type: none"> 1. Convert eastbound Abbott Street shared left/through lane to a through lane. 2. Add a second eastbound Abbott Street left-turn lane. 3. Convert westbound Abbott Street shared left/ through lane to a through lane. 4. Add a second westbound Abbott Street left-turn lane. 5. Convert east-west split phasing to protected left-turn phasing. <p><i>If the City adds these improvements to the TFO, the payment of traffic impact fees per the City of Salinas TFO by developers of individual projects within the Plan Area will mitigate their project impacts at this intersection. If the City does not add these improvements to the TFO, then developers of new projects within the Plan Area will be responsible for their pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.</i></p> <p>In sum, implementation of Mitigation Measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level if the improvements needed at this intersection are added to the TFO. If the City does not include these improvements in its TFO, the impact would be significant and unavoidable. (DEIR, pp. 2-153 to 2-154.)</p>
<i>Intersection Impact: Airport Boulevard / De la Torre Street (#12) – Signalized</i> Adding traffic from build out of the Plan Area would have a significant impact on the following	Mitigation Measure T-1 would also address this impact.	LTS	The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
study intersection: Airport Boulevard / De la Torre Street (#12) – Signalized. With the addition of project traffic, the operations at this intersection would continue to operate at LOS D in the AM peak hour and change from LOS D to LOS F in the PM peak hour. The increase in delay would be 12 seconds during the AM peak hour and 106 seconds during the PM peak hour. Per Caltrans significance criteria, the project would have a significant impact at this intersection. (DEIR, pp. 2-151 to 2-152.)			<p>changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>Implementation of the following improvement would improve the operations at this intersection to LOS B in the AM peak hour and LOS C in the PM peak hour.</p> <ol style="list-style-type: none"> 1. Reconstruct the northbound ramps as planned by the Airport Boulevard interchange project. <p><i>Improvements at this intersection are funded by Caltrans (#0318) and the City of Salinas TFO (#32 and #38). Implementation of Mitigation Measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level. (DEIR, pp. 2-151 to 2-152.)</i></p>
<i>Intersection Impact: Airport Boulevard / Terven Avenue (#13) – Signalized</i>	Mitigation Measure T-5 would also address this impact.	LTS	<p>The City Council has directed that Mitigation Measure T-5 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-5, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>Implementation of the following improvement would improve the operations at this intersection to LOS C in both the AM and PM peak hours.</p> <ol style="list-style-type: none"> 1. Reconstruct the southbound ramps as planned by the Airport Boulevard Phase I interchange project by converting the northbound right-turn lane to a free movement. 2. Three additional improvements are required for mitigation that are not part of the Phase I or II Airport Boulevard interchange: <ol style="list-style-type: none"> a. Modify the eastbound Terven Avenue approach from a shared left-through-right lane to a dedicated left-turn and shared through-right lane. b. Modify the westbound approach to include a left turn lane, a shared left through lane and a right-turn lane. c. Lengthen the U.S. Highway 101 southbound off-ramp storage pocket. <p><i>The Phase I improvements along the Airport Boulevard corridor are included in the City of Salinas TFO (#32 and #38). In addition, this intersection is within the responsibility and jurisdiction of Caltrans and not the City. Improvements to this intersection including the Phase I interchange, westbound approach modifications, and lengthening of the southbound off-ramp, are included in the City of Salinas Letter of Intent</i></p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<i>Intersection Impact: Airport Boulevard / Hansen Street (#14) – Stop Controlled (Northbound and Westbound Through)</i>	Mitigation Measure T-1 would also address this impact.	SU	<p>with Caltrans. Implementation of mitigation measure T-5 presented earlier would reduce this impact to a less than significant level. (DEIR, p. 2-155; FEIR, pp. 2-56 to 2-59, 3-15 to 3-16, Appendix A.)</p> <p>The City Council has directed that Mitigation Measure T-1 be adopted. Implementation of Mitigation Measure T-1, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>Implementation of the following improvement would improve the operations at this intersection from LOS F (146 second delay) to LOS F (58 second delay) in the AM peak hour and from LOS F (greater than 300 second delay) to LOS E (36 second delay) in the PM peak hour.</p> <ol style="list-style-type: none"> 1. Add a second westbound Hansen Street right-turn lane. <p><i>Improvements at this intersection are not included in the City of Salinas TFO. If the City adds these improvements to the TFO, the payment of traffic impact fees per the City of Salinas TFO by developers of individual projects within the Plan Area will partially mitigate their project impacts at this intersection, but not to a less than significant level. If the City does not add these improvements to the TFO, then developers of new projects within the Plan Area will be responsible for their pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.</i></p> <p>Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would partially reduce this impact if the improvements needed at this intersection are included in the TFO, but not to a less than significant level. If the City of Salinas does not include the improvements in the fee program, the impact would not be partially mitigated and would remain significant and unavoidable. (DEIR, pp. 2-155 to 2-156.)</p>
<i>Intersection Impact: Harkins Road / Hansen Street (#15) – Signalized.</i>	Mitigation Measure T-1 would also address this impact.	SU	<p>The City Council has directed that Mitigation Measure T-1 be adopted. Implementation of Mitigation Measure T-1, which has been required or incorporated into the Project, will substantially</p>
No Impact = NI Less than Significant = LS Significant = S Cumulative Significant = CS Unavoidable = SU			Potentially Significant = PS

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<p>would have a significant impact on the following study intersection: Harkins Road / Hansen Street (#15) – Signalized. With the addition of project traffic, the operations at this intersection would change from LOS D to LOS F in both the AM and PM peak hours. The increase in delay would be 98 seconds during the AM peak hour and 136 seconds during the PM peak hour. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. (DEIR, pp. 2-156 to 2-157.)</p>			<p>lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>Implementation of the following improvements would improve the operations at this intersection to LOS D in both the AM and PM peak hours.</p> <ol style="list-style-type: none"> 1. Restripe northbound Harkins Road to accommodate one left-turn lane, and one shared left/through/right lane on the northbound approach. These improvements would require reconstruction of the existing intersection and traffic signal. 2. Restripe the eastbound Hansen Street approach to one shared left/through lane and two right-turn lanes. 3. Modify the signal. <p><i>While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic congestion at the U.S. Highway 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).</i></p> <p><i>Improvements at this intersection are not included in the City of Salinas TFO. If the City adds the improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO by developers of individual projects within the Plan Area will mitigate their project impacts at this intersection. If the City does not add these improvements to the TFO, then developers of new projects within the Plan Area will be responsible for their pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.</i></p> <p>Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level if the improvements needed at this intersection are added to the TFO. If the City of Salinas does not include these improvements in the fee program, the impact would</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MIGRATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<i>Intersection Impact: Harkins Road / Abbott Street (#16) – Signalized</i>	Mitigation Measure T-1 would also address this impact.	SU	<p>The City Council has directed that Mitigation Measure T-1 be adopted. Implementation of Mitigation Measure T-1, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>Implementation of the following improvements would improve the operations at this intersection to LOS D in both the AM and PM peak hours.</p> <ol style="list-style-type: none"> 1. Add a second southbound Harkins Road left-turn lane. 2. Convert the westbound Abbott Street right-turn to include right turn overlap phasing. <p><i>Improvements at this intersection are not included in the City of Salinas TFO. If the City adds the improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO by developers of individual projects within the Plan Area will mitigate their project impacts at this intersection.</i></p> <p><i>If the City does not add these improvements to the TFO, then developers of new projects within the Plan Area will be responsible for their pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.</i></p>
<i>Intersection Impact: U.S. Highway 101 / Hartnell Road Connector (#26) – Stop Controlled (Westbound).</i>	Adding traffic from build out of the Plan Area	LTS	<p>Implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level if the improvements needed at this intersection are added to the TFO. If the City of Salinas does not include these improvements in the fee program, the impact would be significant and unavoidable. (DEIR, p. 2-157.)</p> <p>The City Council hereby directs that Mitigation Measure T-6 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-6, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
would have a significant impact on the following study intersection: U.S. Highway 101 / Hartnell Road Connector (#26) – Stop Controlled (Westbound). With the addition of project traffic, the overall operations at this intersection would continue to operate at LOS A, in both the AM and PM peak hours. However, the worst approach at this intersection would continue to operate at LOS F, in the AM peak hour (124 second increase in delay) and change from LOS D to LOS F in the PM peak hour (19 second increase in delay). Per Caltrans significance criteria, the project would have a significant impact at this intersection. (DEIR, pp. 2-157 to 2-158; FEIR, pp. 2-56 to 2-59, 3-16 to 3-17, Appendix A.)	Road project for TAMC Regional Development Fee Program Project #7. A draft Frontage Road Preliminary Design Study shall be completed and submitted to TAMC prior to, or concurrent with the City's issuance of a building permit for any development within the Plan Area that represents the 51st acre of development within the Plan Area. (FEIR, pp. 3-16 to 3-17, Appendix A.)		<p>changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>Implementation of the following improvement would eliminate this impact.</p> <ol style="list-style-type: none"> 1. Eliminate intersection and construct frontage road system. <p><i>Improvements in the TAMC Regional Development Fee Program (#7) include constructing two-lane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to the community of Chualar. This would result in the elimination of this intersection.</i></p> <p><i>As stated in the City of Salinas Letter of Intent with Caltrans, as a condition of approval of the final Master Parcel Map, the City will require the applicant to prepare a Frontage Road Preliminary Design Study whose purpose is to accelerate TAMC's ability to phase and construct improvements included in TAMC Regional Development Fee Program (#7) that will mitigate the project impact to a less than significant level. Because a similar study is already programmed in TAMC Regional Development Fee Program (#7), the applicant's cost to prepare the study will be offset by a fee credit towards the applicant's TAMC fee obligations and/or the obligations of the master developer or individual project developer/users.</i></p> <p>Implementation of mitigation measure T-6 would reduce this impact to a less than significant level. (DEIR, pp. 2-157 to 2-158; FEIR, pp. 2-56 to 2-59, 3-16 to 3-17, Appendix A.)</p>
<i>Intersection Impact: Cooper Road / Blanco Road (#37) – Stop Controlled (Southbound).</i>	T-4. Developers of individual projects within the Plan Area shall pay the Monterey County traffic impact fee, if the fee is in place, prior to issuance of building permits.	SU	<p>The City Council hereby directs that Mitigation Measure T-4 be adopted. Implementation of Mitigation Measure T-4, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, but will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>The following intersection improvements or roadway widening improvements would improve the overall LOS to A, in both the AM and PM peak hours, and the worst movement to LOS D in the AM and LOS E in the PM:</p> <ol style="list-style-type: none"> 1. Widen and restripe southbound Cooper Road to one left-turn lane and one right-turn lane; and

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p>2. Add a median acceleration lane on the east leg of the intersection to facilitate southbound left-turns; or</p> <p>3. Widen Davis Road and Davis Road to four lanes each to provide parallel capacity and reduce volumes at the Cooper Road/Blanco Road intersection.</p> <p><i>Intersection improvements 1 and 2 are not currently included in any fee program. This intersection operates deficiently under existing conditions and is within the County's responsibility and jurisdiction. The County can and should include the recommended improvements at this intersection in their proposed future impact fee per the Greater Salinas Memorandum of Understanding (MOU) dated August 2006.</i></p> <p><i>If the County adopts an impact fee program that includes these improvements prior to issuance of the first building permit for any project within the Plan Area, payment of the fee by individual project developers will mitigate the impact of their individual projects to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to issuance of the first building permit, then each project developer will be responsible for a pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.</i></p> <p><i>Improvement 3 is an alternative to the combination of improvements 1 and 2. Widening of Davis Road and Reservation Road are included in improvements in the TAMC Regional Development Fee Program (#8). TAMC fees are intended to address cumulative improvements to the regional traffic network. However, in this case, the project impacts are the same as its cumulative impacts and the widening improvements would mitigate impacts under both scenarios.</i></p> <p>Implementation of mitigation measure T-4 would reduce this impact to a less than significant level if the traffic fee is in place prior to issuance of building permits and if the Monterey County program includes the improvements needed at this intersection. If the County does not adopt a traffic impact fee program prior to issuance of building permits, or does not include the needed improvements, then the impact would be significant and unavoidable. (DEIR, pp. 2-158 to 2-159;FEIR, pp. 2-56 to 2-59, 3-17.)</p>
<i>Intersection Impact: Davis Road / Blanco Road (#38) –Signalized.</i>	Mitigation Measures T-1 (Salinas traffic impact fee) and T-4 (County fee program yet to be adopted) would also address this impact. (DEIR, p. 2-160; FEIR, p. 3-19.)	SU	<p>Mitigation Measures T-1 (Salinas traffic impact fee) and T-4 (County fee program yet to be adopted) would also address this impact. (DEIR, p. 2-160; FEIR, p. 3-19.)</p> <p><i>Adding traffic from build out of the Plan Area would have a significant impact on the following</i></p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
study intersection: Davis Road / Blanco Road (#28) – Signalized. With the addition of project traffic, this intersection would continue to operate at an overall LOS D and LOS F during the AM and PM peak hours, respectively. The wait at this intersection would increase by less than one second in the AM and five seconds in the PM. Per County significance criteria, the project would have a significant impact at this intersection. (DEIR, pp. 2-159 to 2-160; FEIR, pp. 2-56 to 2-59, 3-18 to 3-19.)			<p>Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>The following intersection improvements would improve the overall LOS to C in both the AM and PM peak hours:</p> <ol style="list-style-type: none"> 1. Convert the northbound Davis Road shared through/right-turn lane to a through lane. 2. Add a dedicated northbound Davis Road right-turn lane. 9. Add a second southbound Davis Road through lane. <p><i>If the County adopts an impact fee program that includes these improvements prior to issuance of the first building permit for any project within the Plan Area, payment of the fee by individual project developers will mitigate the impact of their individual projects to a less than significant level. If the County does not adopt an impact fee program including these improvements, then each project developer will be responsible for a pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008).</i></p> <p><i>In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.</i></p> <p><i>It should be noted that additional traffic analysis conducted in response to comments has revealed that background level impacts, and mitigation therefore, had been attributed to the project in the Draft EIR. When the project's impacts were disentangled from preexisting impacts, it was determined that some portion of the original impact (and related mitigation) could not be fairly attributed to this project.</i></p> <p>In sum, implementation of mitigation measures T-1 (Salinas traffic impact fee) and T-4 (County fee program yet to be</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p>adopted) presented earlier would reduce this impact to a less than significant level if the County fee is adopted prior to issuance of the first building permit and the fee includes improvements needed at this intersection. If Monterey County does not adopt a traffic impact fee program, the impact would be partially mitigated, but not to a less than significant level and would be significant and unavoidable. (DEIR, pp. 2-159 to 2-160; FEIR, pp. 2-56 to 2-59, 3-18 to 3-19.)</p>
<i>Intersection Impact: SR 68 / Hitchcock Road (#39) – Stop Controlled (Eastbound).</i>	No feasible mitigation has been identified.	SU	<p>No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p><i>Options for improving operations at this intersection include consolidating access points and eliminating left-turns into and out of the driveways and minor intersections along SR 68 between Foster Road and Blanco Road, or the installation of a median barrier that would to allow left-turns into the minor streets but prevent left-turns out. These options would improve safety and the levels of service at the intersections along the corridor but would result in traffic diversions and the need to accommodate U-turns along the corridor. As pointed out by Monterey County Department of Public Works staff, the corridor merits a systems analysis to address these impacts, which is beyond the scope of this study. Caltrans can and should consider commissioning a systems analysis of the corridor.</i></p> <p><i>It should be noted that installation of a traffic signal would improve operations at this intersection to an acceptable level of service. However, it would also have an adverse impact on the through traffic on SR 68 and could cause an increase in rear-end collisions. As a result, a traffic signal is not recommended for this intersection.</i></p> <p><i>This intersection is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Mitigation Measure T-2 (TAMC region development impact fee) was originally identified as potentially applicable to this impact. The TAMC Regional Development Fee Program is designed to facilitate improvements to the regional roadway network, including Caltrans facilities, needed to accommodate cumulative development. This fee program is not designed as a mechanism to mitigate project specific impacts on Caltrans facilities. Therefore, at this time, there is no mitigation mechanism in place that will assure implementation of the improvements needed to mitigate the project impact in a timely manner. (DEIR, pp. 2-160 to 2-161; FEIR, pp. 2-56 to 2-59, 3-19 to 3-20.)</i></p>
<i>Intersection Impact: Merrill Street / Abbott Street (#42) – Stop Controlled (Northbound).</i>	Mitigation Measure T-1 (Salinas traffic impact fee) would also address this impact. (DEIR, p. 2-162.)	SU	<p>The City Council has directed that Mitigation Measure T-1 be adopted. Implementation of Mitigation Measure T-1, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
study intersection: Merrill Street / Abbott Street (#42) – Stop Controlled (Northbound). With the addition of project traffic, the overall operations at this intersection would continue to operate at LOS A in the AM peak hour and change from LOS A to LOS B in the PM peak hour. However, the worst approach at this intersection would change from LOS D to LOS E in the AM peak hour (with a 16 second increase in delay) and continue to operate at LOS F in the PM peak hour (with a 175 second increase in delay). Per Salinas significance criteria, the project would have a significant impact at this intersection. (DEIR, pp. 2-161 to 2-162.)	<p>Implementation of the following improvement would reduce this impact to a less than significant level and the intersection would operate at LOS A in both the AM and PM peak hour.</p> <ol style="list-style-type: none"> 1. Signalize the intersection. 2. Add eastbound Abbott Street left-turn lane. 3. Add westbound Abbott Street left-turn lane. 	LTS	<p>or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>Implementation of the following improvement would reduce this impact to a less than significant level and the intersection would operate at LOS A in both the AM and PM peak hour.</p> <ol style="list-style-type: none"> 1. Signalize the intersection. 2. Add eastbound Abbott Street left-turn lane. 3. Add westbound Abbott Street left-turn lane. <p><i>Improvements at this intersection are not included in the City of Salinas TFO. The City will consider adding these improvements to the TFO. If the City adds the improvements to the City of Salinas TFO, the payment of traffic impact fees per the City of Salinas TFO by developers of individual projects within the Plan Area will mitigate their project impacts at this intersection. If the City does not add these improvements to the TFO, then developers of new projects within the Plan Area will be responsible for their pro-rata fair share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.</i></p> <p>In sum, implementation of mitigation measure T-1 (Salinas traffic impact fee program) presented earlier would reduce this impact to a less than significant level if the improvements needed at this intersection are included in the fee program. If the City of Salinas does not include these improvements in the fee program, the impact would be significant and unavoidable. (DEIR, pp. 2-161 to 2-162.)</p>
<i>Intersection Impact: Skyway Boulevard / E. Alisal Street (#43) – Stop Controlled (Northbound and Southbound).</i>	Mitigation Measure T-1 (Salinas traffic impact fee) would also address this impact. (DEIR, p. 2-163.)	LTS	<p>The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>Implementation of the following improvement would reduce this impact to a less than significant level and the intersection</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
hour. Per Salinas significance criteria, the project would have a significant impact at this intersection. (DEIR, pp. 2-162 to 2-163.)			would operate at LOS B in both the AM and PM peak hour. 1. Signalize the intersection. <i>Improvements along E. Alisal Street are included in the City of Salinas TFO #36. (DEIR, pp. 2-162 to 2-163.)</i>
Intersection Impact: U.S. Highway 101 / Spence Road (#44) – Stop Controlled (Westbound). Adding traffic from build out of the Plan Area would have a significant impact on the following study intersection: U.S. Highway 101 / Spence Road (#44) – Stop Controlled (Westbound). With the addition of project traffic, the overall operations at this intersection would change from LOS D to LOS F in the AM peak hour and would remain at LOS F in the PM peak hour, with a 250+ second increase in delay. Per Caltrans significance criteria, the project would have a significant impact at this intersection. (DEIR, p. 2-163; FEIR, pp. 2-56 to 2-59, 3-20 to 3-21, Appendix A.)	Mitigation Measure T-6 would also address this impact.	LTS	The City Council has directed that Mitigation Measure T-6 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-6 which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. Implementation of the following improvement would eliminate this impact. 1. Eliminate intersection and construct frontage road system. <i>Improvements in the TAMC Regional Development Fee Program (#7) include constructing 2-lane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to Chualar. This would result in the elimination of this intersection.</i>
Roadway Segment Impact: Abbott Street (Harris Road – Firestone Driveway) (Segment #10). Adding traffic from build out of the Plan Area would have a significant impact on the following study roadway segment: Abbott Street (Harris Road – Firestone Driveway) (Segment #10). With the addition of project traffic, this segment would change from LOS B to LOS E in the AM peak hour and from LOS A to LOS E in the PM peak hour. Per Monterey County significance criteria, the project would have a significant impact on this road segment. (DEIR, p. 2-163; FEIR, pp. 2-56 to 2-59, 3-21 to 3-22.)	Mitigation Measure T-6 would also address this impact.	LTS	As stated in the City of Salinas Letter of Intent with Caltrans, as a condition of approval of the final Master Parcel Map, the City will require the applicant to prepare a Frontage Road Preliminary Design Study whose purpose is to accelerate TAMC's ability to phase and construct improvements included in TAMC Regional Development Fee Program (#7) that will mitigate the project impact to a less than significant level. Because a similar study is already programmed in TAMC Regional Development Fee Program (#7), the applicant's cost to prepare the study will be offset by a fee credit towards the applicant's TAMC fee obligations and/or the obligations of the master developer or individual project developer/users. (DEIR, p. 2-163; FEIR, pp. 2-56 to 2-59, 3-20 to 3-21, Appendix A.) The City Council has directed that Mitigation Measure T-6 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-6 which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. Implementation of the following improvement would improve this road segment to LOS B. 1. Widen to a four-lane expressway. <i>Improvements on this road segment are included in the TAMC Regional</i>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p><i>Development Fee Program (#7 and #10).</i></p> <p><i>As stated in the City of Salinas Letter of Intent with Caltrans, as a condition of approval of the final Master Parcel Map, the City will require the applicant to prepare a Frontage Road Preliminary Design Study whose purpose is to accelerate TAMC's ability to phase and construct improvements included in TAMC Regional Development Fee Program (#7) that will mitigate the project impact to a less than significant level. Because a similar study is already programmed in TAMC Regional Development Fee Program (#7), the applicant's cost to prepare the study will be offset by a fee credit towards the applicant's TAMC fee obligations and/or the obligations of the master developer or individual project developer users. (DEIR, p. 2-163; FEIR, pp. 2-56 to 2-59, 3-21 to 3-22.)</i></p>
<i>Roadway Segment Impact: Airport Boulevard (Terven Avenue – De la Torre Street) (Segment #2b).</i>	Mitigation Measure T-1 would also address this impact.	LTS	<p>The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1 which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>Implementation of the following improvement would improve this road segment to LOS D.</p> <ol style="list-style-type: none"> 1. Widen to a three-lane divided arterial. <p><i>Improvements along this road segment are included in the City of Salinas TFO (#58). Payment of traffic impact fees per the City of Salinas TFO will mitigate project impacts on this road segment. The improvements in Phase I of the Airport Boulevard Interchange project are enough to mitigate the project's impacts on this road segment. Therefore, T-1 is adequate mitigation. (DEIR, p. 2-164; FEIR, pp. 2-56 to 2-59, 3-22.)</i></p>
<i>Roadway Segment Impact: Blanco Road (Cooper Road – Davis Road) (Segment #3a).</i>	T-2. Developers of individual projects within the Plan Area shall pay the TAMC regional impact fee prior to issuance of their respective project building permits. The TAMC fee has been determined by the County to be functional mitigation for project level impacts in lieu of a separate County-based mitigation mechanism in the unique context of impacts on the segment of Blanco Road between Cooper Road and Davis Road. (FEIR, p. 3-23.)	LTS	<p>The City Council has directed that Mitigation Measure T-2 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-2 which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>Implementation of the following improvement would improve this road segment to LOS B in the AM peak hour and LOS C in the PM peak hour.</p> <ol style="list-style-type: none"> 1. Widen Davis Road to a four-lane expressway. <p><i>The widening of Davis Road to four lanes is included as TAMC Regional Development Fee Program (#8) and City of Salinas TFO.</i></p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
		LTS	<p>(#26 and #41). Per discussions with the County, it was determined that because this improvement is included in the TAMC Regional Development Fee Program (#8), the County is not planning to add the same improvement to its future County fee program. Further, given the very small contribution of the proposed project to this road segment, the tangible impact of the proposed project would in fact be quite minimal. Though the TAMC Regional Development Fee Program is not specifically designed to mitigate project-level impacts, in this case, it is considered to be functional mitigation as it will result in mitigation that would otherwise not be available. (DEIR, p. 2-164; FEIR, pp. 2-56 to 2-59, 3-22 to 3-23.)</p>
<i>Roadway Segment Impact: Blanco Road (Davis Road – Alisal Street) (Segment #3b).</i>	Mitigation Measure T-1 would also address this impact. (DEIR, p. 2-165.) Adding traffic from build out of the Plan Area would have a significant impact on the following study roadway segment: Blanco Road (Davis Road – Alisal Street) (Segment #3b). With the addition of project traffic, this segment would continue operating at LOS D in the AM peak hour and LOS F in the PM peak hour, with a corresponding volume increase of 34 vehicles in the AM peak hour and 36 vehicles in the PM peak hour. Per City of Salinas significance criteria, the project would have a significant impact on this road segment. (DEIR, pp. 2-164 to 2-165.)	LTS	<p>The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1 which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>Implementation of the following improvement would improve this road segment to LOS B in the PM peak hour.</p> <ol style="list-style-type: none"> 1. Widen to a four-lane divided arterial. <i>Improvements along this road segment are included in the City of Salinas TFO (#41). (DEIR, pp. 2-164 to 2-165.)</i>
<i>Roadway Segment Impact: Davis Road (Blanco Road – Ambrose Drive) (Segment #4b).</i>	Mitigation Measure T-1 would also address this impact. (FEIR, p. 3-24.)	LTS	<p>The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1 which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>Implementation of the following improvement would improve this road segment to LOS B in the AM peak hour and LOS C in the PM peak hour.</p> <ol style="list-style-type: none"> 1. Widen to a four-lane expressway. <i>Improvements on this road segment are included in City of Salinas TFO (#26). Improvements are also included in the TAMC Regional Development Fee Program (#8). (DEIR, p. 2-165; FEIR, pp. 2-56 to 2-59, 3-23 to 3-24.)</i>
<i>Roadway Segment Impact: U.S. Highway 101 (Sanborn Road – John Street) (Segment #20h).</i>	Mitigation Measure T-1 would also address this impact. (DEIR, p. 2-166.) Adding traffic from build out of the Plan Area would have a significant impact on the following	LTS	<p>The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1 which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
study roadway segment: U.S. Highway 101 (Sanborn Road – John Street) (Segment #20h). With the addition of project traffic, this segment would continue operating at LOS C during the AM peak hour and would change from LOS C to LOS D during the PM peak hours, with a corresponding volume increase of 649 vehicles in the AM peak hour and 669 vehicles in the PM peak hour. Per Caltrans significance criteria, the project would have a significant impact on this road segment. (DEIR, pp. 2-165 to 2-166.)		LTS	<p>changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>Implementation of the following improvement would improve this road segment to maintain LOS C in the AM peak hour and improve to LOS C in the PM peak hour.</p> <ol style="list-style-type: none"> 1. Widen to a six-lane freeway. <p><i>The widening of U.S. Highway 101 to a six-lane freeway through the City of Salinas is included in the City of Salinas TFO (#52). (DEIR, pp. 2-165 to 2-166.)</i></p>
Ramp Junction Impact: Southbound U.S. Highway 101 On-ramp at Abbott Street (Segment #105). Adding traffic from build out of the Plan Area would have a significant impact on the following study roadway segment: Southbound U.S. Highway 101 between Hartnell Road and Abbott Street (Segment #27). With the addition of project traffic, this on-ramp would remain LOS B during the AM peak hour and change from LOS C to LOS D during the PM peak hour, with a corresponding volume increase of 447 vehicles during the AM peak hour and 803 vehicles during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this ramp junction. (DEIR, p. 2-166; FEIR, pp. 2-56 to 2-59, 3-24 to 3-25, Appendix A.)	T-7. Consistent with the City of Salinas Letter of Intent with Caltrans and as a condition of approval of a final Master Parcel Map, the applicant shall design, fund, and construct a metering signal on the southbound Abbott Street on-ramp to U.S. Highway 101. The applicant shall obtain Caltrans approval of the signal prior to or concurrent with the City's issuance of a building permit for any development that represents the 51st acre of development within the Plan Area. The metering improvements shall be installed prior to or concurrent with the City's issuance of a building permit for any development that represents the 76th acre of development within the Plan Area. (FEIR, pp. 3-24 to 3-25.)	LTS	<p>The City Council hereby directs that Mitigation Measure T-7 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-7 which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>Implementation of the following improvement would eliminate this impact.</p> <ol style="list-style-type: none"> 1. Install a ramp meter on Abbott to southbound U.S. Highway 101. 2. Prohibit southbound U.S. Highway 101 left turn movement onto eastbound Hartnell Road. This can best be accomplished through a complete median closure at the U.S. Highway 101/Hartnell Road intersection. Implementation of this improvement would improve operations on U.S. Highway 101 at this ramp junction. <p><i>Frontage road improvements along this segment of U.S. Highway 101 are included in the TAMC Regional Development Fee Program (#7).</i></p> <p><i>As stated in the City of Salinas Letter of Intent with Caltrans, as a condition of approval of a final Master Parcel Map, the applicant will be required to design, fund, and construct a metering signal on the southbound Abbott Street on-ramp to U.S. Highway 101. The metering signal will provide near-term capacity relief on the southbound Abbott Street on-ramp to U.S. Highway 101 to enhance safety and operations on the U.S. Highway 101 mainline. (DEIR, p. 2-166; FEIR, pp. 2-56 to 2-59, 3-24 to 3-25, Appendix A.)</i></p>
Ramp Junction Impact: Southbound U.S. Highway 101 Off-Ramp at Sanborn Road (#100). Adding traffic from build out of the Plan Area would have a significant impact on the following study roadway segment: Southbound U.S. Highway 101 Off-Ramp at Sanborn Road (#100).	Mitigation Measure T-5 would also address this impact. (FEIR, p. 3-25.)	LTS	<p>The City Council has directed that Mitigation Measure T-5 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-5 which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
With the addition of project traffic, this off-ramp would change from LOS C to LOS D during the AM peak hour and from LOS C to LOS D during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this ramp junction. (FEIR, pp. 2-56 to 2-59, 3-25, Appendix A.)			<p>into, the project that avoid the potentially significant environmental effects as identified in the EIR.</p> <p>Under Existing Conditions queuing was observed onto the freeway mainline. Per consultations with Caltrans, implementation of the following improvement would improve off-ramp operations at this location and minimize queuing to the US 101 mainline.</p> <ol style="list-style-type: none"> 1. Widen the southbound U.S. Highway 101 off-ramp at the Sanborn Road intersection. <p><i>Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37, and #60). In addition, this off-ramp is within the responsibility and jurisdiction of Caltrans and not the City. Improvements at this intersection are included in the City of Salinas Letter of Intent with Caltrans. Per the Letter of Intent, the City will apply TFO fees to fund and construct the identified improvement. (FEIR, pp. 2-56 to 2-59, 3-25, Appendix A.)</i></p>
Ramp Junction Impact: Northbound U.S. Highway 101 Off-Ramp at Sanborn Road (#102). Adding traffic from build out of the Plan Area would have a significant impact on the following study roadway segment: Northbound U.S. Highway 101 Off-Ramp at Sanborn Road (#102). With the addition of project traffic, this off-ramp would change from LOS C to LOS C during the AM peak hour and from LOS C to LOS E during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this weaving segment (FEIR, pp. 2-56 to 2-59, 3-25 to 3-26, Appendix A.)	Mitigation Measure T-5 would also address this impact. (FEIR, p. 3-26.)	LTS	<p>The City Council has directed that Mitigation Measure T-5 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-5 which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effects as identified in the EIR.</p> <p>Implementation of the following improvement would improve off-ramp operations at this location.</p> <ol style="list-style-type: none"> 1. Install a ramp metering signal for the US 101 northbound US 101 Fairview Avenue on-ramp. <p><i>Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37, and #60). In addition, this off-ramp is within the responsibility and jurisdiction of Caltrans and not the City. Improvements at this intersection are included in the City of Salinas Letter of Intent with Caltrans to apply City TFO fees to fund and construct identified improvements. Installation of the ramp metering signal will provide near-term capacity relief for the off-ramp at Sanborn Road and enhance safety and operations on the US 101 mainline. (FEIR, pp. 2-56 to 2-59, 3-25 to 3-26, Appendix A.)</i></p>
Ramp Junction Impact: Northbound U.S. Highway 101 On-Ramp at Fairview Avenue (#106). Adding traffic from build out of the Plan Area would have a significant impact on the following study roadway segment: Northbound U.S. Highway 101 On-Ramp at Fairview Avenue (#106). With the addition of project traffic, this off-ramp would change from LOS C to LOS C	Mitigation Measure T-5 would also address this impact. (FEIR, p. 3-26.)	LTS	<p>The City Council has directed that Mitigation Measure T-5 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-5 which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p>

2-69

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
during the AM peak hour and from LOS D to LOS D during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this weaving segment. (FEIR, pp. 2-56 to 2-59, 3-26, Appendix A.)			<p>Implementation of the following improvement would improve off-ramp operations at this location.</p> <ol style="list-style-type: none"> 1. Install a ramp metering signal for the US 101 northbound US 101 Fairview Avenue on-ramp. <p><i>Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#32, #37, and #66). In addition, this on-ramp is within the responsibility and jurisdiction of Caltrans and not the City. Improvements at this intersection are included in the City of Salinas Letter of Intent with Caltrans to apply City TFO fees to fund and construct identified improvements. Installation of the ramp metering signal will provide near-term capacity relief for the on-ramp at Sanborn Road and enhance safety and operations on the US 101 mainline. (FEIR, pp. 2-56 to 2-59, 3-26, Appendix A.)</i></p>
Ramp Junction Impact: Northbound U.S. Highway 101 between Airport Boulevard and Fairview Avenue (Segment #28). Adding traffic from build out of the Plan Area would have a significant impact on the following study roadway segment: Northbound U.S. Highway 101 between Airport Boulevard and Fairview Avenue (Segment #28). With the addition of project traffic, this weaving area would change from LOS A to LOS C during the AM peak hour and from LOS D to LOS E during the PM peak hour, with a corresponding volume increase of 255 vehicles during the AM peak hour and 483 vehicles during the PM peak hour. Per the Caltrans significance criteria, the project would have a significant impact on this road segment. (DEIR, pp. 2-166 to 2-167.)	Mitigation Measure T-1 would also address this impact.	LTS	<p>The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1 which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effects as identified in the EIR.</p> <p>Implementation of the following improvement would improve operations on this weaving segment to LOS C in the PM peak hour.</p> <ol style="list-style-type: none"> 1. Implementation of the planned reconstruction and relocation of the northbound off- and on-ramps at the Airport Boulevard interchange would result in weaving operations of LOS C or better in the AM peak hour and LOS C in the PM peak hour. <p><i>Improvements along this segment of U.S. Highway 101 are planned as part of the Caltrans Airport Boulevard reconstruction project (#0318) and are included in the City of Salinas TFO (#38). (DEIR, pp. 2-166 to 2-167.)</i></p>
Ramp Junction Impact: Southbound U.S. Highway 101 between Airport Boulevard and Sanborn Road (Segment #29). Adding traffic from build out of the Plan Area would have a significant impact on the following study roadway segment: Southbound U.S. Highway 101 between Airport Boulevard and Sanborn Road (Segment #29). With the addition of project traffic, this weaving area would change from LOS C to LOS D during the AM peak hour and from LOS B to LOS C during the PM peak hour, with a corresponding volume increase of 324 vehicles during the AM peak hour and 273 vehicles during the PM peak hour. Per the Caltrans	Mitigation Measure T-1 would also address this impact.	LTS	<p>The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1 which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>Implementation of the following improvement would improve this weaving segment to improve to LOS B in the AM peak hour and maintain LOS C or better in the PM peak hour.</p> <ol style="list-style-type: none"> 1. Add a third through lane along southbound U.S. Highway 101 between the Sanborn Road and Airport Boulevard

2-70

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT	
significance criteria, the project would have a significant impact on this road segment. (DEIR, p. 2-167.)			interchanges. When combined with the existing two through lanes and one auxiliary lane, this would result in a total of four travel lanes within the weaving section. Implementation of this improvement would result in acceptable weaving operations. <i>Improvements along this segment of U.S. Highway 101 are included in the City of Salinas TFO (#38). (DEIR, p. 2-167.)</i>	
WATER SUPPLY	<p><i>Water Supply Availability</i></p> <p>Through the analysis conducted in the WSA pursuant to SB 610, Cal Water has determined that it will have sufficient water supply available to meet demand created by build out of the Plan Area. Projects constructed within the Plan Area must incorporate a range of water conservation measures consistent with development standards contained in the Specific Plan, with the City's water conservation ordinance, and with applicable Cal Water conservation programs in order to reduce water demand. (DEIR, pp. 2-180 to 2-187.)</p> <p><i>Depletion of Groundwater Supply Leading to Exacerbation of Groundwater Quality Degradation.</i></p> <p>Build out of the Plan Area will generate a significant demand for groundwater. Cal Water projects a reduction in water demand of 1.39 acre-feet per year relative to the existing agricultural use of the Plan Area. Development within the Plan Area will continue to create demand for groundwater within the SVGB, which is currently in overdraft. Overdraft conditions have caused seawater intrusion that has degraded groundwater quality near the coast. The MCWRA is scheduled to complete the Salinas Valley Water Project in April of 2010. That project will halt seawater intrusion and bring the SVGB back into hydrologic equilibrium. It will serve as mitigation for seawater intrusion and groundwater overdraft impacts that would otherwise be created by new development through the year 2030, including new development such as that proposed in the Specific Plan.</p> <p>Considering these factors, the proposed project is considered to have a less than significant impact on groundwater supply and quality. The Specific Plan contains a range of policies and development standards designed to reduce demand for groundwater. (DEIR, pp. 2-180 to 2-187.)</p>	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

2-71

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Effects of New Water Supply / Storage Infrastructure. While not triggered solely by water supply demand created by the proposed project, Cal Water has determined that a new water storage tank is needed to improve its overall water supply and distribution system and in turn, to ensure that future Plan Area development can be appropriately served. The new tank would be constructed on a parcel located on Dayton Street near the Plan Area that is owned by Cal Water. That parcel contains existing water system infrastructure including a large water tank. (The potential effects of constructing the tank have been evaluated in individual sections of the EIR.) (DEIR, pp. 2-180 to 2-187.)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
SANITARY AND INDUSTRIAL WASTEWATER			
City Sanitary Wastewater Conveyance Facility Capacity. Future development within the Plan Area will create demand for additional capacity in the City's sanitary wastewater conveyance system. Upgrades to several segments of existing mains and to an existing pump station will be required. The applicant and future individual project developers will be required to pay fees to mitigate costs for the City to make these improvements. Construction of City conveyance system upgrades will take place within existing developed areas (road rights-of-way and sewer facilities easements) and construction activities would be short term. Given these factors, it is not anticipated that construction activities will result in significant and unavoidable impacts. Potential environmental impacts and mitigations will be identified through a separate CEQA process that addresses these improvements in detail. (DEIR, pp. 2-187 to 2-200.)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
MRWPCA Sanitary Wastewater Conveyance and Treatment Facility Capacity. At build out, the proposed project would generate up to 0.62 mgd of additional sanitary wastewater. MRWPCA has indicated through its Can and Will Serve Notice that there is adequate capacity in its Salinas Pump Station and regional wastewater treatment plant to accommodate the flows anticipated at build out of the Plan Area. Developers of individual projects within the Plan	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

2-72

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Area will pay a capacity fee to the MRWPCA to pay for their fair share of the existing capacity at the Salinas Pump Station, conveyance pipeline, and regional wastewater treatment plant. No new MRWPCA facilities would need to be constructed to accommodate flows from the project; therefore, the project would not result in indirect impacts on the environment that might otherwise occur if construction of new facilities was required to serve it. (DEIR, pp. 2-187 to 2-200; FEIR, pp. 3-27 to 3-28.)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Industrial Wastewater Treatment Capacity.</i> The proposed project would ultimately result in the generation and required treatment of up to 2.50 mgd of industrial wastewater. The City's current industrial wastewater treatment capacity is about 4.0 mgd, of which about 0.5 mgd is available for new uses. Therefore, industrial wastewater generation under Plan Area build out conditions would exceed the current treatment capacity. The industrial wastewater treatment capacity expansion program described in the City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report serves as a basis for the City to meet cumulative conveyance and treatment facility capacity demand generated at General Plan and Plan Area build out. As a condition of development of individual sites within the Plan Area, individual developers would be required to pay a fair share fee for industrial wastewater system improvements and/or to construct necessary improvements as specified by the City based on the City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report. Fees would need to be paid prior to issuance of a building permit and construction of improvements would need to be completed prior to issuance of an occupancy permit for each individual project. Further, building permits for individual sites within the Plan Area would not be issued unless adequate industrial wastewater capacity is available or can be projected to be available per the City's industrial wastewater system improvement program. As described in the EIR, construction of new industrial wastewater treatment capacity could have potentially significant effects related to aesthetics, agricultural resources (loss of farmland), air quality (construction emissions and odors),			

2-73

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
global warming (effluent emissions), biological resources (habitat loss and take of endangered species), cultural resources (disturbance of buried resources or remains), hazards, hydrology and water quality (discharge of treated effluent and/or brine), and land use and planning (land use conflicts). Specific analysis of potential impacts is not possible at this time due to the lack of a defined site or design. While the proposed project may indirectly contribute to these effects, it is anticipated that any effects that are identified can be mitigated to a less than significant level. The precise type and significance of potential impacts and definition of mitigation measures would be evaluated by the City through a separate CEQA process once an option(s) for capacity expansion is selected and detailed project plans are developed. (DEIR, pp. 2-187 to 2-201.)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Industrial Wastewater Conveyance Facility Capacity.</i> Segments of the existing conveyance mains located between the Plan Area and the existing industrial wastewater treatment plant are not adequate to meet conveyance demand that will be created at build out of the Plan Area. The City's industrial wastewater treatment expansion program includes actions to improve the conveyance system to accommodate build out of the Plan Area and build out of other industrial areas in the City. As a condition of development of individual sites within the Plan Area, individual developers would be required to pay a fair share fee for industrial wastewater system improvements and/or to construct necessary improvements as specified by the City based on the City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report. Fees would need to be paid prior to issuance of a building permit and construction of improvements would need to be completed prior to issuance of an occupancy permit for each individual project. Further, building permits for individual sites within the Plan Area would not be issued unless adequate industrial wastewater capacity is available or can be projected to be available per the City's industrial wastewater system improvement program. As discussed in the EIR, construction of off-site conveyance system improvements needed to serve the Plan Area will take place within existing road rights-of-way and/or conveyance system	Cumulative Significant = CS	Significant and Unavoidable = SU Potentially Significant = PS	

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
easements. Construction activities could result in short-term environmental effects such as noise generation, generation of criteria air emissions and greenhouse gases, and temporary disruption of traffic circulation. While the proposed project may indirectly contribute to these effects through its demand for system capacity expansion, it is anticipated that any short-term effects that are identified can be mitigated to a less than significant level. The precise type and significance of potential impacts and appropriate mitigation measures would be evaluated by the City through a separate CEQA process once improvement plans are formulated. (DEIR, pp. 2-187 to 2-202.)			
NOISE			
<i>Exposure of Plan Area Uses Located Along Abbott Street to Noise Levels that Exceed Specific Plan Noise Standards.</i>	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Increase in Ambient Noise Levels from Plan Area Industrial Operations.</i>	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
individual parcels located within the Plan Area only. This change is not expected to impact public health or safety given the absence of nearby sensitive receptors and the fact that the only adjacent developed uses are non-sensitive industrial activities. (DEIR, pp. 2-202 to 2-209.)			Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Increase in Ambient Noise Levels from Plan Area Generated Traffic.</i>	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Under Plan Area build out conditions, traffic levels along the major streets onto which that traffic would be distributed will increase. The streets that will receive the highest volumes of traffic are bordered by industrial uses. Noise level increases of up to or slightly more than three dBA are expected on these streets, which include Abbott Street between Harris Road and Harkins Road, and Harkins Road/Hansen Street/Airport Boulevard (west of U.S. Highway 101) between Abbott Street and U.S. Highway 101. Noise level increases of approximately three dBA or less are considered less than substantial and would have a less than significant impact, especially given the absence of noise sensitive uses. (DEIR, pp. 2-202 to 2-209.)		LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Temporary Construction Noise..</i>	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
Construction activities within the Plan Area will generate noise. There are no noise sensitive uses located immediately adjacent to the Plan Area. Construction activities must conform to standards in the Zoning Code and Noise Ordinance. The applicant is not requesting modifications to either set of standards regarding management of construction noise. Provided construction activities are carried out consistent with these standards, no mitigation measures are required. (DEIR, pp. 2-202 to 2-209.)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Exposure to Airport Related Noise.</i>			
The Plan Area is located entirely outside the 55 dBA noise contour as described in EIR Figure 5.3-2, Salinas Airport Future Noise Contours. Therefore, future uses within the Plan Area would not be subject to airport related noise uses that exceed the City's noise compatibility standards. (DEIR, pp. 2-202 to 2-210.)			

2-76

OTHER ISSUES

No Impact = NI Less than Significant = LS Significant = S Cumulative Significant = CS Significant and Unavoidable = SU Potentially Significant = PS

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<i>Biological Issues</i> All development and construction related disturbance will be on areas with very low biological values that are highly disturbed from ongoing, intensive row-crop agriculture. Monitoring inspections will not be necessary due to the low level of impacts to biological values. (DEIR, p. 2-210.)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Land Use and Planning</i> The Plan Area is located adjacent to existing industrial development within the City and bordered on its remaining sides by agricultural uses. Development of the Plan Area would represent the extension of an existing urban edge and consequently, would not physically divide an established community. The proposed project has been reviewed to determine whether or not it conflicts with plans, policies or regulations of agencies with jurisdiction over it. At the local level, development of the Plan Area as proposed by the applicant has been found to be in substantial conformance with the General Plan and Zoning Code. Through the development regulations contained in the Specific Plan, the applicant is proposing a number of changes to existing development standards contained in the Zoning Code. These changes have been reviewed and a determination made that the changes would not result in significant environmental impacts. (DEIR, p. 2-211.)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Mineral Resources</i> According to the California Department of Conservation, Geological Survey Publication OFR 99-01, the Plan Area is not included in a mineral resource zone where known or inferred mineral resources are likely to occur. Therefore, development of the Plan Area would not conflict with the conservation of, access to, or recovery of designated mineral resources. (DEIR, p. 2-211.)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Population and Housing</i> While development of the Plan Area will generate an estimated 4,142 jobs (ADE 2009), it will improve the jobs-to-housing balance in the City. With a significant workforce available within the City and County, it is anticipated that a majority of jobs would be filled by local residents.	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Consequently, the proposed project is not expected to generate a significant indirect increase in population. Development of the Plan Area will require utility extensions and infrastructure construction; however, on their own, the improvements are not expected to remove an impediment to growth that indirectly would create a substantial increase in population growth. The project would not displace substantial numbers of existing housing units, nor would it displace a substantial number of people. (DEIR, pp. 2-211 to 2-212.)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Recreation</i> As noted above, Development of the Plan Area is not expected to create a significant increase in population. The potential impact of industrial development on park and recreation resources is considered negligible and it would not result in the need to construct new park or recreation facilities whose construction could create adverse environmental effects. (DEIR, p. 2-212.)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Utilities</i> Chapter 10 of the applicant's Engineers Report includes a summary of dry utility (electric, natural gas, and telecommunications) needs and availability. PG&E is the electricity and natural gas provider and Comcast and A.T.&T./SBC provide telecommunications services. Access to existing facilities/services provided by these companies is available at the Plan Area. Existing high voltage overhead lines exist along Harris Road and Abbott Street. Some upsizing of existing PG&E facilities may be needed to serve the Plan Area, but specific improvements required, if any, have not yet been precisely defined. Extensions of telecommunications cables will also be necessary. It is likely that the utility improvements needed to serve the Plan Area can be located within roadway rights-of-way along Abbott Street and Harris Road and internal Plan Area roadways. Construction of the improvements is not expected to create impacts of a different type or intensity than those described throughout the EIR for development of the Plan Area as a whole. (DEIR, p. 2-212.)	No mitigation measures are necessary.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
CUMULATIVE IMPACTS			

2-78

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<i>Cumulative Impact: Aesthetics</i> The General Plan FEIR concludes that build out of the General Plan will result in a range of potentially significant aesthetic impacts including: Citywide aesthetic impacts, impacts within Gateway areas, impacts on views from U.S. Highway 101, and expansion of urban uses into aesthetic agricultural lands. The proposed project would increase the potential for aesthetics impacts relative to effects described in the General Plan FEIR as it would result in additional development not anticipated in the General Plan or General Plan FEIR. The location of the Plan Area at the southern edge of the City, its high visibility from U.S. Highway 101, and the conversion of agricultural land at the City's existing urban/agricultural edge make aesthetics issues particularly relevant. The General Plan includes several key community design policies and implementation programs the implementation of which reduces all significant aesthetics impacts described in the General Plan FEIR to a less than significant level. These same policies would be used to guide development within the Plan Area. Especially important among them is Community Design Implementation Program Policy 5. This program requires the City to review all discretionary development proposals for potential aesthetic impacts against the City's Zoning Code, Design Guidelines, Landscaping Standards, Lighting Ordinance, and Gateway Guidelines. The applicant has included a range of policies, design standards, and development standards in the Specific Plan to address aesthetics concerns. In light of this fact, the proposed project is not considered to have cumulatively substantial aesthetics impacts relative to those created by build out of the General Plan. (DEIR, pp. 3-3 to 3-4.)	No mitigation measures are necessary. (DEIR, pp. 3-3 to 3-4.)	LTS	Under CEOA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEOA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Cumulative Impact: Agriculture</i> The General Plan FEIR identifies that build out under the General Plan would result in the conversion of over 3,000 acres of land designated as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to urban use. Conversion of these agricultural soils to urban uses results in their future unavailability for continued agricultural cultivation and production. This is considered a significant and unavoidable impact. Build out of the Plan Area would result in	Mitigation Measure AG-1 would also address this impact.	SU	The City Council has directed that Mitigation Measure AG-1 be adopted. Implementation of Mitigation Measure AG-1, which has been required or incorporated into the Project, will substantially lessen the severity of the significant effect, but will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
conversion of an additional 257 acres of Prime Farmland to urban use. Relative to the loss of important farmland from build out of the General Plan, the loss of an additional 257 acres of Prime Farmland is considered to be cumulatively considerable and significant and unavoidable. (DEIR, p. 3-4.)			<p>significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>The City has adopted an Agricultural Land Preservation Program (ALP) to implement the City's overall approach for conserving agricultural lands. The project applicant must comply with the requirements contained in the ALP. The ALP ALP identifies mitigation for agricultural lands expected to convert to urban uses based on their location. Mitigation Measure AG-1 requires that the project will dedicate easements as required by this program. Even with the adopted mitigation, however, the loss of prime farmland remains as a significant, unavoidable cumulative impact. (DEIR, pp. 2-14 to 2-15, 2-21 to 2-23.)</p> <p>This significant and unavoidable impact should be viewed in the context that the proposed project is limited to uses that support the agricultural economy in the Salinas Valley by providing support services that are critical to the economic viability of agricultural cultivation and production. Build out of the Plan Area will remove soils from agricultural production, but the proposed project does not result in the loss of land used for agriculture related purposes, and will indirectly result in the increased productivity of productive agricultural lands in the region.</p> <p>The applicant is proposing to establish agricultural buffer easements along the southwestern boundary of the Plan Area and a portion of the southeastern boundary. The Specific Plan also requires notification of right-to-farm for land within 1,000 feet of adjacent agricultural lands.</p> <p>These actions may help to slow or prevent future conversion of important farmlands adjacent to the Plan Area to urban use, but will not mitigate the cumulative impact to a less than significant level. (DEIR, p. 3-4.)</p>
<i>Cumulative Impact: Air Quality</i>	No mitigation measures are necessary. (DEIR, pp. 3-4 to 3-5.)	LTS	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)</p>

2-80

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
because the proposed project is a population-serving project, and because the City's population is consistent with the population forecasts, the proposed project is consistent with the Clean Air Plan. Therefore the proposed project would not have a cumulatively considerable impact on air quality. (DEIR, pp. 3-4 to 3-5.)	No mitigation measures are necessary. (DEIR, p. 3-5.)	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Cumulative Impact: Biological Resources</i> The General Plan FEIR considered cumulative impacts to biological resources (pages 5-7-1 through 5-7-20) associated with riparian and wetland resources, trees and oak woodlands, and grasslands. Mitigation measures in the form of policies are presented in that FEIR, the implementation of which would reduce impacts to a less than significant level. If valuable biological resources were present within the unincorporated portion of the Plan Area, the proposed project would have the potential to increase impacts on biological resources relative to effects described in the General Plan FEIR as it would result in additional development not anticipated in the General Plan or General Plan FEIR. An analysis of potential project impacts on biological resources was conducted and is included as EIR Appendix M, Biological Survey Report for the Salinas Agricultural-Industrial Business Park, Abbott Street and Harris Road, Salinas, CA. APNs 177-133-004, 177-133-005, 177-133-007 (Mercurio 2008). The proposed project has no impact on these, or any other significant vegetation and wildlife resources; therefore, build out of the Plan Area will not result in cumulatively considerable impacts on biological resources. (DEIR, p. 3-5.)	See above.	SU	See page 44, above.
<i>Cumulative Impact: Climate Change</i> The analysis of climate change impacts in EIR Section 2.4, Climate Change, is essentially a discussion of cumulative impacts. Findings regarding this cumulative impact have been made above. (DEIR, p. 3-5.)	Mitigation Measures CR-1 and CR-2 would also address this impact. (DEIR, pp. 2-72 to 2-74.)	LTS	The City Council has directed that Mitigation Measures CR-1 and CR-2 be adopted and incorporated into the Project. Compliance with Mitigation Measures CR-1 and CR-2, which have been required or incorporated into the project, will reduce this impact to a less than significant level. Implementation by the applicant, developers of future projects within the Plan Area, and by Cal Water would reduce this impact to a less than
No Impact = NI Less than Significant = LS Significant = CS Cumulative Significant = CS	45	Significant and Unavoidable = SU	Potentially Significant = PS

281

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Implementation of policies and programs in the General Plan, the impacts to these resources would be considered less than significant. The proposed project would increase the potential for archaeological resources impacts relative to effects described in the General Plan FEIR as it would result in additional development not anticipated in the General Plan or General Plan FFEIR. The proposed project was evaluated for impacts to archaeological resources and to historic resources. The potential for impacts to archaeological resources is low; mitigation is provided should resources be uncovered. There are no known historic resources present within the Plan Area (see EIR Section 2.5, Cultural Resources). Therefore, build out of the Plan Area will not result in cumulatively considerable cultural resources impacts that cannot be mitigated to a less than significant level. (DEIR, p. 3-6.)	Mitigation Measures GEO-1 and GEO-2 would also address this impact. (DEIR, pp. 2-77 to 2-80.)	LTS	<p>The City Council hereby directs that Mitigation Measures GEO-1 and GEO-2 be adopted and incorporated into the Project. Compliance with Mitigation Measures GEO-1 and GEO-2, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. (DEIR, pp. 2-77 to 2-80.) See also findings above regarding these geology impacts and measures.</p> <p>As described in Section 2.6, Geology, in the EIR, site-specific geotechnical studies are required that will identify measures needed as part of the construction design and construction processes for new development within the Plan Area to ensure that seismic hazard risks are reduced to a less than significant level. The requirement for these studies is consistent with General Plan policies for geologic impacts.</p> <p>In fact, as discussed in the EIR, Landset Engineers, Inc. prepared a preliminary soil engineering investigation and asphalt pavement design for the proposed Plan Area in April 2008. The report is titled Preliminary Soil Engineering Investigation and Asphalt Pavement Design (hereinafter "Landset report"). The Landset report was prepared to explore surface and subsurface soil and groundwater conditions at the site, and to provide preliminary design level soil-engineering criteria for construction of infrastructure improvements on the site. The Landset report addresses a range of geotechnical issues and contains recommendations for site development related to site preparation and grading, general foundations, conventional footing, post-tensioned/mat slab foundations, slabs-on-grade</p>
<i>Cumulative Impact: Geology</i> Exposure of people and buildings to seismic shaking and associated risks, including liquefaction, are identified on pages 5.10-1 through 5.10-7 in the General Plan FEIR as significant impacts. All related risks are reduced to a less than significant level through implementation of General Plan policies. The proposed project would increase the number of people and buildings that could be exposed to such seismic hazards relative to that evaluated in the General Plan FEIR. (DEIR, p. 3-6.)			2-82

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			and exterior flatwork, utility trenches, site drainage and asphalt pavement design. A list of 34 preliminary recommendations was prepared as a guideline for project planners and designers for the soil engineering aspects of future project design and construction. Additionally, City may require additional soils and geotechnical information for future development within the Plan Area to demonstrate that individual projects are being designed to mitigate seismic hazards to which they may be subjected. The final improvement plans must be consistent with the recommendations in the Landset report, with applicable General Plan requirements, and with the seismic safety requirements of the California Building Code. (DEIR, pp. 2-75, 2-79, 2-81.)
			Implementation of the mitigation measures and the City's requirement that new development comply with other General Plan policies will ensure that build out of the Plan Area will not result in cumulatively considerable geologic impacts that cannot be mitigated to a less than significant level.
	No mitigation measures are necessary.	LTS	Under CEOA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Cumulative Impact: Hazards</i>	Potential impacts from hazards, including hazardous materials, flooding, fire, airport operations, and emergency preparedness are discussed in the General Plan FEIR on pages 5-6-8 through 5-6-17. Relative to the analysis contained in the General Plan FEIR, future development within the Plan Area may result in increased risk of hazards through the use, storage, and transportation of hazardous materials; through potential increased fire risk; and through exposure of workers and improvements to hazards from the operation of Salinas Municipal Airport. Nevertheless, these risks can be mitigated to a less than significant level through the implementation of General Plan policies. Further, the Specific Plan contains policies and development standards that address the above noted hazards that will serve to reduce hazards risks consistent with several General Plan policies. Consequently, build out of the Plan Area will not result in cumulatively considerable hazards impacts that cannot be mitigated to a less than significant level. (DEIR, pp. 3-6 to 3-7.)	LTS	Under CEOA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Cumulative Impact: Hydrology and Water Quality</i>	No mitigation measures are necessary.	LTS	Under CEOA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
No Impact = NI	Less than Significant = LS	Cumulative Significant = CS	Significant and Unavoidable = SU
			Potentially Significant = PS

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<p>Potential cumulative impacts resulting from General Plan build out are described on pages 5.5-1 through 5.5-9 of the General Plan FEIR. Significant cumulative impacts include surface water quality degradation from urban pollutants and erosion/sedimentation and increases in stormwater runoff volumes that could result in flooding and need for new/expanded storm drainage and flood control facilities. Build out of the Plan Area would create a substantial increase in impervious area and would substantially alter the surface drainage conditions in the Plan Area. Without appropriate storm water management improvements, both effects would have the potential to exacerbate related cumulative impacts identified in the general plan FEIR. However, the proposed project includes a detailed approach for managing stormwater runoff that has been evaluated by the City as being consistent with the City's detailed stormwater development standards as described in Section 2.8 of the EIR. Analysis has also shown that at Plan Area build out, future development would have a near zero effect on off-site flood potential. The maximum increase in surface water elevation in key off-site storm and flood control facilities, i.e. Carr Lake, Heinz Lake, and the Reclamation Ditch, during design storm events would be .002 inches or less. This minimal contribution to surface water elevations is considered less than cumulatively considerable. Analysis also shows that the proposed project would not result in downstream erosion and sedimentation impacts; this potential effect is also considered to be less than cumulatively considerable. Potential cumulative impacts on surface water quality from urban pollutants is mitigated to a less than cumulatively considerable level through implementation of the City's NPDES requirements. (DEIR, p. 3-7.)</p>			<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)</p>
<p><i>Cumulative Impact: Public Services</i></p> <p>Potential environmental impacts associated with public services can arise if new development creates demand for services that result in the need to construct new or altered services facilities. Fire and police, school, and park and recreation facility needs associated with build out of the General Plan are described on pages 5.13-1 through 5.13-26 of the General Plan FEIR. As described in DEIR Section 2.9, Public Services, demands on fire and police protection services will increase; however, the</p>	<p>No mitigation measures are necessary.</p>	<p>LTS</p>	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)</p>

2-84

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
increase in demand will not result in the need to construct new fire or police facilities. Further, since the proposed project is industrial in nature, it would not result in an increase in demand for school or park and recreation facilities. Therefore, construction of new related facilities will not be required. Therefore, build out of the Plan Area will not result in cumulatively considerable impacts related to public services. (DEIR, pp. 3-7 to 3-8.)			
<i>Cumulative Impact: Transportation: 2030 Cumulative Plus Project with No U.S. Highway 101/Harris Road Interchange Scenario Analysis</i> The proposed project's contribution (number of vehicles) to impacts at study intersections and roadways is the same whether the vehicles are added to the Background No Project scenario or the 2030 Cumulative No Project scenario. In this section, impacts to study intersections and road segments are only discussed when the improvements needed in this 2030 Cumulative Plus Project scenario to mitigate impacts to a less than significant level are above and beyond those identified and discussed for the Background Plus Project Build Out scenario in DEIR Section 2.10. (DEIR, pp. 3-7 to 3-9.)	Mitigation Measures T-1 (Salinas traffic impact fee), T-2 (TAMC regional development impact fee), and T-4 (County fee program yet to be adopted) would also address this impact. (DEIR, pp. 3-7 to 3-9.) No new mitigation measures were identified for this cumulative impact scenario.	SU	The City Council has directed that Mitigation Measures T-1, T-2, and T-4 be adopted. Implementation of Mitigation Measures T-1, T-2, and T-4, which have been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations. The payment of impact fees (Salinas Traffic Improvement Program, County of Monterey Countywide Fee (if adopted), and/or the TAMC Regional Development Impact Fee Program) remains the appropriate mitigation for the proposed project's cumulatively considerable contribution to cumulative impacts. No new mitigation measures are necessary. In the event that the City, County and/or TAMC do not add the improvements to their respective programs that are needed to reduce impacts to a less than considerable level, the impact is considered significant and unavoidable. (DEIR, pp. 3-8 to 3-9.)
<i>Cumulative Impact: Transportation: Intersections: SR 68 Westbound Ramps / Spreckels Boulevard (#3) – Stop Controlled (Southbound).</i> This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. The minor street approach would also operate at LOS F during both peak hours. Per the Caltrans significance criteria the project would have a significant impact at this intersection. (DEIR, p. 3-7, 3-10.)	Mitigation Measure T-2 (TAMC regional development impact fee) would also address this impact. (DEIR, p. 3-10.)	SU	The City Council has directed that Mitigation Measure T-2 be adopted. Implementation of Mitigation Measure T-2, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.

The following improvements are recommended under 2030

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
		cumulative plus project no interchange conditions.	<ul style="list-style-type: none"> • Signalize intersection. • Add a second westbound Spreckels Boulevard left-turn lane. • Continue westbound lane along Spreckels Boulevard. <p><i>This intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection can and should be added to the TAMC Regional Development Fee Program. If they are, payment of the TAMC fee by all developers of individual projects within the Plan Area would mitigate the cumulative impacts of the project at this intersection to a less than significant level. If improvements are not added to the TAMC Regional Development Fee Program prior to the development of the first project within the Plan Area, then all project developers will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. (DEIR, p. 3-9)</i></p>
		SU	<p><i>Mitigation Measure T-2 (TAMC regional development impact fee) would also address this impact. (DEIR, p. 3-7 to 3-9.)</i></p> <p><i>Cumulative Impact: Transportation: Intersections: SR 68 Eastbound Off-Ramp / Spreckels Boulevard (#4) – Stop Controlled (Northbound).</i></p> <p>This intersection would operate at an overall LOS E during the AM peak hour under 2030 cumulative plus project no interchange traffic conditions. The minor street approach would operate at LOS F during the AM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. (DEIR, p. 3-10.)</p> <p><i>2-86</i></p>

This intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection can and should be added to the TAMC Regional Development Fee Program. If they are, payment of the TAMC fee by all developers of

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p>individual projects within the Plan Area would mitigate the cumulative impacts of the project at this intersection to a less than significant level. If improvements are not added to the TAMC Regional Development Fee Program prior to the development of the first project within the Plan Area, then all project developers will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. (DEIR, p. 3-10.)</p>
<i>Cumulative Impact: Transportation: Intersections: SR 68 Eastbound Onramp / Spreckels Boulevard (#5) – Stop Controlled (Southbound).</i>	Mitigation Measure T-2 (TAMC regional development impact fee) would also address this impact. (DEIR, p. 3-7 to 3-10.) The minor street approach at this intersection would operate at LOS F during the AM peak hour under 2030 cumulative plus project no interchange traffic conditions. Per the Caltrans significance criteria the project would have a significant impact at this intersection. (DEIR, p. 3-10.)	SU	<p>The City Council has directed that Mitigation Measure T-2 be adopted. Implementation of Mitigation Measure T-2, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>The following improvements are recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Add a second eastbound Spreckels Boulevard through lane. • Add a second westbound Spreckels Boulevard through lane. <p>This intersection is within the responsibility and jurisdiction of Caltrans. Improvements at this intersection can and should be added to the TAMC Regional Development Fee Program. If they are, payment of the TAMC fee by all developers of individual projects within the Plan Area would mitigate the cumulative impacts of the project at this intersection to a less than significant level. If improvements are not added to the TAMC Regional Development Fee Program prior to the development of the first project within the Plan Area, then all project developers will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.</p>

2-87

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Cumulative Impact: Transportation: Intersections: U.S. Highway 101 Northbound Ramps / Fairview Avenue (#7) – Stop Controlled (Northbound). This intersection would operate at an overall LOS F during the PM peak hour under 2030 cumulative plus project no interchange traffic conditions. The minor street approach would operate at LOS F during the PM peak hour. Per the Caltrans significance criteria the project would have a significant impact at this intersection. (DEIR, p. 3-11.)	Mitigation Measure T-2 (TAMC regional development impact fee) would also address this impact. (DEIR, p. 3-7, 3-11.)	SU	The City Council has directed that Mitigation Measure T-2 be adopted. Implementation of Mitigation Measure T-2, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less than significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.
Cumulative Impact: Transportation: Intersection: U.S. Highway 101 Northbound Ramps / Fairview Avenue (#7) – Stop Controlled (Northbound). With the addition of project traffic, the operations at this intersection would operate at LOS F during the AM and PM peak hours under 2030 cumulative. Per Caltrans significance criteria, the project would have a significant impact at this intersection. (FEIR, pp. 3-29 to 3-30.)	Mitigation Measure T-1 would also address this impact.	LTS	<p><i>This intersection improvement is equivalent to the road segment improvement (RI #485) recommended for road segment 5a (Fairview Road between Sanborn Road and the U.S. Highway 101 northbound ramps). This improvement is not included in the City of Salinas TFO. The City will consider adding this improvement to the TFO. If the City adds this improvement to the TFO, the payment of traffic impact fees by all project developers prior to the issuance of project building permits per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add this improvement to the TFO, then individual project developers will be responsible for a pro-rata fair-share of this improvement. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level.</i></p> <p>The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>Either of the following improvements is required to mitigate the impact under 2030 Cumulative conditions:</p> <ul style="list-style-type: none"> • Reconstruct the southbound ramps as planned by the ultimate configuration of Phase II Airport Boulevard interchange project; or • Reconstruct the southbound ramps as planned by the

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p>Airport Boulevard Phase I interchange project by converting the northbound right-turn lane to a free movement.</p> <ul style="list-style-type: none"> • Four additional improvements are required for mitigation that are not part of the Phase I or II Airport Boulevard interchange: <ul style="list-style-type: none"> • Modify eastbound Terven Avenue approach from a shared left-through-right lane to a dedicated left-turn and shared through-right lane. • Modify the westbound approach to include a left-turn lane, a shared leftthrough lane and a right-turn lane. • Lengthen the U.S. Highway 101 southbound off-ramp storage pocket. • Widen the southbound approach to include a right turn lane, two shared through lane and a right-turn lane. <p><i>The Phase I improvements along the Airport Boulevard corridor are included in the City of Salinas TFO (#32 and #38). Improvements at this intersection are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#03-8). Improvements to this intersection including the Phase I interchange, westbound approach modifications, and lengthening of the southbound off-ramp, are included in the City of Salinas Letter of Intent with Caltrans. The widening of the southbound approach may require additional right-of-way and/or removal of a sidewalk, which only serves the adjacent property and does not provide a link to any other destinations. Implementation of the above referenced mitigation and payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. In addition, this intersection is within the responsibility and jurisdiction of Caltrans and not the City. (FEIR, pp. 3-29 to 3-30, Appendix A.)</i></p>
<i>Cumulative Impact: Transportation: Intersection: Sanborn Road / Work Street-Terven Avenue (#9) – Signalized.</i>	Mitigation Measure T-1 (Salinas traffic impact fee) would also address this impact.	LTS	<p>The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>The following improvements are recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Restripe eastbound Work Street to accommodate two left-turn lanes and one shared through/right. • Widen and restripe westbound Terven Avenue to accommodate two left-turn lanes and one shared

2-89

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
		through/right.	<ul style="list-style-type: none"> • Convert east-west split phasing to protected left-turn phasing. • Adjust signal timing. • Add a third northbound Sanborn Road through lane. • Add a third southbound Sanborn Road through lane. <p><i>Improvements along the Sanborn Road corridor are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. (DEIR, pp. 3-7, 3-12 to 3-13.)</i></p>
Cumulative Impact: Transportation: Intersection: Blanco Road-Sanborn Road / Abbott Street (#10) – Signalized. This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. (DEIR, pp. 3-7, 3-13.)	Mitigation Measure T-1 (Salinas traffic impact fee) would also address this impact.	STU	<p>The City Council has directed that Mitigation Measure T-1 be adopted. Implementation of Mitigation Measure T-1, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>The following improvements are recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Convert eastbound Abbott Street shared left/through lane to a through lane. • Add a second eastbound Abbott Street left-turn lane. • Convert westbound Abbott Street left-turn lane to a through lane. • Add a second westbound Abbott Street left-turn lane. • Convert east-west split phasing to protected left-turn phasing. • Convert the existing northbound Blanco Road-Sanborn Road right-turn into a free right-turn. • Add a third northbound Blanco Road through lane. • Convert the existing westbound Abbott Street right-turn into a free right-turn. <p>These improvements would result in LOS E during the AM</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p>peak hour and LOS F during the PM peak hour and will reduce delays to a level that is less than the 2030 cumulative no project no interchange condition, thereby mitigating the project's incremental affect on level of service.</p> <p><i>Improvements at this intersection are not included in the City of Salinas TFO. The City will consider adding these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, payment of traffic impact fees by all developers of individual projects within the Plan Area per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add these improvements to the TFO, all developers will be responsible for a pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. (DEIR, pp. 3-7, 3-13.)</i></p>
	<p><i>Cumulative Impact: Transportation: Intersection: Harkins Road / Hansen Street (#15) – Signalized.</i></p> <p>This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. (DEIR, pp. 3-7, 3-14.)</p>	SU	<p>The City Council has directed that Mitigation Measure T-1 be adopted. Implementation of Mitigation Measure T-1, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>The following improvements are recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Restripe northbound Harkins Road to accommodate one left-turn lane, and one shared left/through/right lane on the northbound approach. These improvements would require reconstruction of the existing intersection and traffic signal. • Restripe the eastbound Hansen Street approach to one shared left/through lane and two right-turn lanes. • Modify the signal. • Convert the existing eastbound Hansen Street right-turn to include right-turn overlap phasing. <p>These improvements would result in LOS E during the PM peak hour and will reduce delays to a level that is less than the 2030 cumulative no project no interchange condition, thereby</p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p>mitigating the project's incremental affect on level of service.</p> <p><i>While the preceding improvements would enhance traffic operations at this intersection, it should be noted that the extensive queuing is caused by traffic congestion at the U.S. Highway 101 / Airport Boulevard interchange, which is planned for improvements through a Caltrans PSR (#0318) and the City of Salinas TFO (#32 and #38).</i></p> <p><i>The City will consider adding these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, payment of traffic impact fees by all developers of individual projects within the Plan Area per the City of Salinas TFO will mitigate cumulative project impacts at this intersection. If the City does not add these improvements to the TFO, all developers will be responsible for a pro-rata fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. (DEIR, pp. 3-7, 3-14.)</i></p>
		SU	<p><i>Cumulative Impact: Transportation: Intersection: Harkins Road / Abbott Street (#16)–Signalized.</i></p> <p>This intersection would operate at an overall LOS F during the AM and PM peak hours under 2030 cumulative plus project no interchange traffic conditions. Per the City of Salinas significance criteria, the project would have a significant impact at this intersection. (DEIR, pp. 3-7, 3-14 to 3-15.)</p> <p>Mitigation Measure T-1 (Salinas traffic impact fee) would also address this impact.</p> <p>The City Council has directed that Mitigation Measure T-1 be adopted. Implementation of Mitigation Measure T-1, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>The following improvements are recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Add a second southbound Harkins Road left-turn lane. • Convert the westbound Abbott Street right-turn to include right turn overlap phasing. • Convert eastbound Abbott Street shared through/right to a through lane. • Add an eastbound Abbott Street right-turn lane with right turn overlap phasing. • Add a second westbound Abbott Street right-turn lane. • Convert southbound Harkins Road shared through/right to

2-92

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
	<ul style="list-style-type: none"> Add a southbound Harkins Road right-turn lane with right turn overlap phasing. 	a through lane.	<p><i>Improvements at this intersection are not included in the City of Salinas TFO. The City will consider adding these improvements to the City of Salinas TFO. If the City adds these improvements to the City of Salinas TFO, payment of traffic impact fees by all developers of individual projects within the Plan Area per the City of Salinas TFO will mitigate project impacts at this intersection. If the City does not add these improvements to the TFO, all developers will be responsible for a pro-rata, fair-share of these improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. (DEIR, pp. 3-7, 3-14 to 3-15.)</i></p>
<i>Cumulative Impact: Transportation: Intersection: Harkins Road / Hunter Lane (#19) – Stop Controlled (Eastbound).</i>	T-4. Developers of individual projects within the Plan Area shall pay the Monterey County traffic impact fee, if the fee is in place, prior to issuance of building permits.	SU	<p>The City Council hereby directs that Mitigation Measure T-4 be adopted. Implementation of Mitigation Measure T-4, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, but will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>The following improvement is recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> Convert to all-way stop control or signalize <p><i>The peak hour signal warrant and the all-way stop control warrant were assessed at this intersection under all traffic scenarios. The all-way stop control warrant is currently met under existing harvest season conditions, and the peak hour signal warrant would be met beginning under 2030 cumulative no project no interchange conditions. Although the peak hour signal warrant would be met under 2030 conditions, the intersection would operate acceptably with all-way stop control. It is recommended that either one-way stop control or a signal be installed at this intersection.</i></p> <p><i>Improvements at this intersection are not currently included in any fee program. This intersection would operate deficiently under 2030 cumulative no project no interchange conditions and is within the County's responsibility and jurisdiction. The County can and should</i></p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OR FACT
			<p>include the preferred improvement at this intersection in their proposed future impact fee per the GSA MOU dated August 2006. If the County adopts an impact fee program that includes this improvement prior to issuance of the first building permit for any project within the Plan Area, payment of the fee by all project developers will mitigate the cumulative impact of the project to a less than significant level. If the County does not adopt an impact fee program including these improvements prior to issuance of the first building permit, all project developers will be responsible for a pro-rata fair-share of these improvements as mitigation as provided in Section 3 of the Agreement Regarding Supplement to the Final Program EIR for the Salinas Future Growth Area between the City of Salinas and the County of Monterey (March 27, 2008). In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. (DEIR, pp. 3-7, 3-15 to 3-16.)</p>
	No mitigation measures are necessary.	LTS	<p>The City Council finds, as noted below, improvements required by the project will reduce the project's contribution to this impact to a less than cumulatively considerable or significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>The following improvements are recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Add a second eastbound Spreckels Boulevard through lane. • Add a second westbound Spreckels Boulevard through lane. <p><i>The proposed project would widen Harris Road to four lanes along the project frontage. This improvement is beyond the project's frontage improvement obligations. The value of the improvements installed that are beyond the developer's obligation would serve as the project's pro-rata fair share contribution to improvements along Harris Road and Spreckels Boulevard. No additional mitigation is required. Supporting calculations are included in the TIA. (DEIR, pp. 3-7, 3-16.)</i></p>
	No mitigation measures are necessary.	LTS	<p>The City Council finds, as noted below, improvements required by the project will reduce the project's contribution to this impact to a less than cumulatively considerable or significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>The following improvements are recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Add a second northbound Harris Road right-turn lane.

2-94

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<ul style="list-style-type: none"> Add a second westbound Abbott Street left-turn lane. Convert the existing northbound Harris Road right-turn to include right-turn overlap phasing. Add second northbound Harris Road left-turn lane. Convert the eastbound Abbott Street shared through/right-turn lane to a through lane. Add an eastbound Abbott Street right-turn lane. <p><i>The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection. No additional mitigation is required. (DEIR, pp. 3-7, 3-16 to 3-17.)</i></p>
<i>Cumulative Impact: Transportation: Intersection: Harris Road / Harris Place (#23) – Stop Controlled (Eastbound and Westbound).</i>	No mitigation measures are necessary.	LTS	<p>The City Council finds, as noted below, improvements required by the project will reduce the project's contribution to this impact to a less than cumulatively considerable or significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>The proposed project includes designing this intersection with the following lane configurations and traffic controls.</p> <ul style="list-style-type: none"> Signalize intersection. Northbound Harris Road approach: One left-turn lane, one shared through/right lane. Southbound Harris Road approach: One left-turn lane, one through lane, one rightturn lane. Eastbound Harris Place approach: One left-turn lane, one shared through/right lane. Westbound Harris Place approach: One shared left/right lane. <p>In addition to these proposed improvements, the following are also recommended.</p> <ul style="list-style-type: none"> Add a second northbound Harris Road through lane. Add a second southbound Harris Road through lane. <p><i>The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection. No additional mitigation is required. (DEIR, pp. 3-7, 3-17 to 3-18.)</i></p>
<i>Cumulative Impact: Transportation: Intersection: Significant Impact - FiveStone Driveway / Abbott Street (#24) – Stop Controlled (Northbound).</i>	Mitigation Measure T-2 (TAMC regional development impact fee) would also address this impact. (DEIR, pp. 3-7, 3-18.)	LTS	<p>The City Council has directed that Mitigation Measure T-2 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-2, which has been required or incorporated into the project, will reduce this impact to a less</p>

Z-95

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
The minor street approach of this intersection would operate at LOS F during the PM peak hour under 2030 cumulative plus project no interchange traffic conditions. Per the Monterey County significance criteria, the project would have a significant impact at this intersection. (DEIR, pp. 3-7, 3-18.)	<ul style="list-style-type: none"> • Signalize intersection. • Add a second eastbound Abbott Street through lane. • Add a second westbound Abbott through lane. <p><i>Improvements along Abbott Street are included in the TAMC Regional Development Fee Program (#7) Payment of the TAMC fee will mitigate cumulative project impacts at this intersection. (DEIR, pp. 3-7, 3-18.)</i></p>	LTS	<p>than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>The following improvements are recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Signalize intersection. • Add a second eastbound Abbott Street through lane. • Add a second westbound Abbott through lane. <p><i>Improvements along Abbott Street are included in the TAMC Regional Development Fee Program (#7) Payment of the TAMC fee will mitigate cumulative project impacts at this intersection. (DEIR, pp. 3-7, 3-18.)</i></p>
<i>Cumulative Impact: Transportation: Intersection: U.S. Highway 101 / Gabilan Road (#25) – Stop Controlled (Westbound).</i>	Mitigation Measure T-2 (TAMC regional development impact fee) would also address this impact. (DEIR, pp. 3-7, 3-18.)	LTS	<p>The City Council has directed that Mitigation Measure T-2 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-2, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>The following improvements are recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Eliminate the intersection and construct a frontage road system. <p><i>Improvements in the TAMC Regional Development Fee Program (#7) include constructing two-lane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to Chinular. This would result in the elimination of this intersection. Payment of the TAMC fee will mitigate cumulative project impacts at this intersection. (DEIR, pp. 3-7, 3-18.)</i></p>
<i>Cumulative Impact: Transportation: Intersection: Street A Project Road / Abbott Street (#27) – Future Project Intersection.</i>	No mitigation measures are necessary.	LTS	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3); 15091.)</p>

2-96

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<ul style="list-style-type: none"> Eastbound Abbott Street approach: Two through lanes and one right-turn lane. Westbound Abbott Street approach: One left-turn lane and two through lanes. <p>With these lane configurations and traffic controls, no significant impact will occur at this location. (DEIR, pp. 3-7, 3-18 to 3-19.)</p>			
<p><i>Cumulative Impact: Transportation: Intersection: Harris Road / Street B Project Road (#34) – Future Project Intersection.</i></p> <p>This intersection will be created with the implementation of the proposed project. The proposed project includes designing this intersection with the following lane configurations.</p> <ul style="list-style-type: none"> Northbound Harris Road approach: One left-turn lane and one through lane. Southbound Harris Road approach: One through lane and one right-turn lane. Eastbound Street B Project Road approach: One left-turn lane and one right-turn lane. In addition, signal will be required at this intersection under 2030 cumulative plus project no interchange traffic conditions. <p>The project's frontage improvements will serve as the project's pro-rata fair share contribution to improvements at this intersection and a significant cumulative impact would be avoided. No additional mitigation is required. (DEIR, pp. 3-7, 3-19.)</p>	<p>No mitigation measures are necessary.</p> <p>LTS</p>	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)</p>	
<p><i>Cumulative Impact: Transportation: Roadway Segment: Blanco Road (Davis Road – Alisal Street) (Segment #3b).</i></p> <p>This segment will operate at LOS F during the AM and PM peak hours. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. (DEIR, pp. 3-7, 3-20 to 3-21.)</p>	<p>Mitigation Measure T-1 would also address this impact.</p> <p>LTS</p>	<p>The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>The following improvement is recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> Upgrade this segment to a four-lane expressway. <p><i>Improvements along this road segment are included in the City of Salinas TFO (#4). Payment of traffic impact fees per the City of Salinas TFO (#4).</i></p>	

2-97

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Cumulative Impact: Transportation: Roadway Segment: Davis Road (Hitchcock Road – Blanco Road) (Segment #4a). This segment will operate at LOS E during the AM peak hour and LOS F during the PM peak hour. Per the Monterey County significance criteria the cumulative plus project would have significant impacts. (DEIR, pp. 3-7, 3-20, 3-21.)	Mitigation Measure T-2 (TAMC regional development impact fee) would also address this impact.	LTS	<p>The City Council has directed that Mitigation Measure T-2 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-2, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>The following improvement is recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Widen to a four-lane expressway. <p><i>Improvements on this road segment are included in the TAMC Regional Development Impact Fee Program (#4). Implementation of mitigation measure T-2 (TAMC impact fee) presented earlier would reduce this impact to a less than significant level. (DEIR, pp. 3-7, 3-20, 3-21.)</i></p>
Cumulative Impact: Transportation: Roadway Segment: Davis Road (Blanco Road – Ambrose Drive) (Segment #4b). This segment would operate at LOS F during the AM and PM peak hours. Per Monterey County significance criteria the project would have a significant impact on this road segment. (DEIR, pp. 3-7, 3-20, 3-21.)	Mitigation Measure T-2 (TAMC regional development impact fee) would also address this impact.	LTS	<p>The City Council has directed that Mitigation Measure T-2 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-2, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>The following improvement is recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Widen to a four-lane expressway. <p><i>Improvements on this road segment are included in the TAMC Regional Development Impact Fee Program (#4). Implementation of mitigation measure T-2 (TAMC impact fee) presented earlier would reduce this impact to a less than significant level. (DEIR, pp. 3-7, 3-20, 3-21.)</i></p>
Cumulative Impact: Transportation: Roadway Segment: Fairview Avenue (Sanborn Road – U.S. Highway 101 Northbound Ramps) (Segment #5a). This segment would operate at LOS E during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. (DEIR, pp. 3-7, 3-20, 3-21 to 3-22.)	Mitigation Measure T-1 would also address this impact.	SU	<p>The City Council has directed that Mitigation Measure T-1 be adopted. Implementation of Mitigation Measure T-1, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding</p>

2 ~ 95

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
			<p>Considerations.</p> <p>The following improvement is recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> Widen this segment from a two-lane arterial to a three-lane arterial. This would best be accomplished by extending the eastbound Fairview Avenue right-turn lane that was recommended under 2030 cumulative no project no interchange conditions at the U.S. Highway 101 NB Ramps / Fairview Avenue intersection (Int. #7) west towards Sanborn Road as a trap lane onto the northbound U.S. Highway 101 onramp. <p><i>This improvement is not included in the City of Salinas TFO. The City will consider adding these improvements to the City of Salinas TFO. If the City adds this improvement to the TFO, the payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment. If the City does not add this improvement to the TFO, then the project will be responsible for its pro-rata fair-share of this improvement. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. (DEIR, pp. 3-7, 3-20, 3-21 to 3-22.)</i></p>
		LTS	<p>The City Council finds, as noted below, improvements required by the project will reduce the project's contribution to this impact to a less than cumulatively considerable or significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>The following improvement is recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> Widen to a four-lane divided arterial. <p><i>The project would provide ultimate Harris Road widening improvements and right-of-way dedication beyond the normally required improvements. This improvement would serve as the project's fair share contribution to improvements along Harris Road and Spreckels Boulevard and reduce the impact to a less than significant level. Supporting calculations are included in the TIA. (DEIR, pp. 3-7, 3-20, 3-22.)</i></p>
		LTS	<p>No mitigation measures are necessary.</p> <p><i>Cumulative Impact: Transportation: Roadway Segment: Harris Road (Spreckels Boulevard – Harris Place) (Segment #9a).</i></p> <p>This segment would operate at LOS E during the AM and PM peak hours. Per the Monterey County significance criteria the project would have a significant impact on this road segment. (DEIR, pp. 3-7, 3-20, 3-22.)</p>
		LTS	<p>No mitigation measures are necessary.</p> <p><i>Cumulative Impact: Transportation: Roadway Segment: Harris Road (Harris Place – Abbott Street) (Segment #9b).</i></p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
This segment would operate at LOS E during the AM and PM peak hours. Per the Monterey County significance criteria the cumulative plus project would have a significant impact on this road segment. (DEIR, pp. 3-7, 3-20, 3-22.)			<p>level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>The following improvement is recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Widen to a four-lane divided arterial. <p><i>The project would widen Harris Road to four lanes along the project frontage. This improvement would serve as the project's fair share contribution to improvements along Harris Road and Spreckels Boulevard and reduce the impact to a less than significant level. Supporting calculations are included in the TIA. (DEIR, pp. 3-7, 3-20, 3-22.)</i></p>
<i>Cumulative Impact: Transportation: Roadway Segment: (Sanborn Road (Abbott Street – Terren Avenue) (Segment #13g).</i>	Mitigation Measure T-1 would also address this impact.	LTS	<p>The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>The following improvement is recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Widen to a six-lane divided arterial. <p><i>Improvements along Sanborn Road are included in the City of Salinas TFO (#3). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment. (DEIR, pp. 3-7, 3-20, 3-22.)</i></p>
<i>Cumulative Impact: Transportation: Roadway Segment: (Sanborn Road (Terren Avenue – U.S. Highway 101) (Segment #13b).</i>	Mitigation Measure T-1 would also address this impact.	LTS	<p>The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>The following improvement is recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Widen to a six-lane divided arterial. <p><i>Improvements along Sanborn Road are included in the City of Salinas TFO (#3). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment. (DEIR, pp. 3-7, 3-20, 3-22 to 3-23.)</i></p>

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
Cumulative Impact: Transportation: Roadway Segment: Sanborn Road (U.S. Highway 101 – Fairview Avenue) (Segment #13c). This segment would operate at LOS F during the PM peak hour. Per the City of Salinas significance criteria the project would have a significant impact on this road segment. (DEIR, pp. 3-7, 3-20, 3-23.)	Mitigation Measure T-1 would also address this impact.	LTS	The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. The following improvement is recommended under 2030 cumulative plus project no interchange conditions. <ul style="list-style-type: none"> • Widen to a six-lane divided arterial.
Cumulative Impact: Transportation: Roadway Segment: Spreckels Boulevard (Hutton Avenue – Harris Road) (Segment #15b). This segment would operate at LOS E during the AM and PM peak hours. Per the Monterey County significance criteria the project would have a significant impact on this road segment. (DEIR, pp. 3-7, 3-20, 3-23.)	No mitigation measures are necessary.	LTS	<i>Improvements along Sanborn Road are included in the City of Salinas TFO (#37). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment. (DEIR, pp. 3-7, 3-20, 3-23.)</i> The City Council finds, as noted below, improvements required by the project will reduce the project's contribution to this impact to a less than cumulatively considerable or significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. The following improvement is recommended under 2030 cumulative plus project no interchange conditions. <ul style="list-style-type: none"> • Widen to a four-lane expressway.
Cumulative Impact: Transportation: Roadway Segment: SR 156 (Castroville Boulevard – U.S. Highway 101) (Segment #17b). This segment would operate at LOS E and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment. (DEIR, pp. 3-7, 3-20, 3-23.)	Mitigation Measure T-2 (TAMC regional development impact fee) would also address this impact.	LTS	The City Council has directed that Mitigation Measure T-2 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-2, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. The following improvement is recommended under 2030 cumulative plus project no interchange conditions.

2-101

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
		SU	<ul style="list-style-type: none"> Widen and upgrade to a four-lane freeway. <p><i>Improvements on this road segment are included in the TAMC Regional Development Impact Fee Program (#3). Payment of the TAMC fee will mitigate cumulative project impacts on this road segment. (DEIR, pp. 3-7, 3-20, 3-23.)</i></p>
<i>Cumulative Impact: Transportation: Roadway Segment: U.S. Highway 101 (Porter Road – Spence Road) (Segment #20n).</i> This segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment. (DEIR, pp. 3-7, 3-20, 3-24.)	Mitigation Measure T-2 (TAMC regional development impact fee) would also address this impact.	SU	<p>The City Council has directed that Mitigation Measure T-2 be adopted. Implementation of Mitigation Measure T-2, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>The following improvement is recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> Widen to a six-lane freeway. <p><i>Improvements in the TAMC Regional Development Impact Fee Program (#7) include constructing two lane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. Highway 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor can and should be added to the TAMC Regional Development Impact Fee Program. If they are, payment of the TAMC fee by all developers of individual projects within the Plan Area would mitigate the cumulative impacts of the project on this road segment to a less than significant level. If improvements are not added to the TAMC Regional Development Impact Fee Program prior to the development of the first project within the Plan Area, then all project developers will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. (DEIR, pp. 3-7, 3-20, 3-24.)</i></p>
<i>Cumulative Impact: Transportation: Roadway Segment: U.S. Highway 101 (Spence Road – Abbott Street) (Segment #20b).</i> This segment would operate at LOS D and LOS F	Mitigation Measure T-2 (TAMC regional development impact fee) would also address this impact.	SU	<p>The City Council has directed that Mitigation Measure T-2 be adopted. Implementation of Mitigation Measure T-2, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes</p>

2-102

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment. (DEIR, pp. 3-7, 3-20, 3-24 to 3-25.)	<ul style="list-style-type: none"> • Widen to a six-lane freeway. <p>The following improvement is recommended under 2030 cumulative plus project no interchange conditions.</p>		<p>or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project as set forth in the Statement of Overriding Considerations.</p> <p><i>Improvements in the TAMC Regional Development Impact Fee Program (#7) include constructing twolane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. Highway 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor can and should be added to the TAMC Regional Development Impact Fee Program. If they are, payment of the TAMC fee by all developers of individual projects within the Plan Area would mitigate the cumulative impacts of the project on this road segment to a less than significant level. If improvements are not added to the TAMC Regional Development Impact Fee Program prior to the development of the first project within the Plan Area, then all project developers will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. (DEIR, pp. 3-7, 3-20, 3-24 to 3-25.)</i></p>
	LTS		<p>Mitigation Measure T-1 would also address this impact.</p> <p><i>Cumulative Impact: Transportation: Roadway Segment: U.S. Highway 101 (Airport Boulevard – Sanborn Road) (Segment #20g).</i></p> <p>This segment would operate at LOS E during the PM peak hour. Per Caltrans significance criteria the project would have a significant impact on this road segment. (DEIR, pp. 3-7, 3-20, 3-25.)</p> <p>Mitigation Measure T-1 would also address this impact. The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR.</p> <p>The following improvement is recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Widen to a six-lane freeway. <p><i>These improvements are included in the City of Salinas TFO (#32). Payment of traffic impact fees per the City of Salinas TFO will mitigate</i></p>
No Impact = NI Less than Significant = LS Significant = CS Cumulative Significant = CS Potentially Significant = PS	67		

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<i>Cumulative Impact: Transportation: Roadway Segment: (U.S. Highway 101 (Sanborn Road – John Street) (Segment #20ij).</i> This segment would operate at LOS D and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment. (DEIR, pp. 3-7, 3-20, 3-25.)	Mitigation Measure T-1 would also address this impact.	LTS	Mitigation Measure T-1 would also address this impact. The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. The following improvement is recommended under 2030 cumulative plus project no interchange conditions. <ul style="list-style-type: none"> • Widen to a six-lane freeway. <p><i>These improvements are included in the City of Salinas TFO (#32). Payment of traffic impact fees per the City of Salinas TFO will mitigate cumulative project impacts on this road segment. (DEIR, pp. 3-7, 3-20, 3-25.)</i></p>
<i>Cumulative Impact: Transportation: Roadway Segment: Airport Boulevard Interchange (Southbound offramp) (Segment #21d).</i> This ramp would operate at LOS D during the AM peak hour. Per Caltrans significance criteria the project would have a significant impact on this road segment. (DEIR, pp. 3-7, 3-20, 3-25.)	Mitigation Measure T-1 would also address this impact.	LTS	Mitigation Measure T-1 would also address this impact. The City Council has directed that Mitigation Measure T-1 be adopted and incorporated into the Project. Compliance with Mitigation Measure T-1, which has been required or incorporated into the project, will reduce this impact to a less than significant level. The City Council, therefore, finds that changes or alterations have been required in, or incorporated into, the project that avoid the potentially significant environmental effect as identified in the EIR. The following improvement is recommended under 2030 cumulative plus project no interchange conditions. <ul style="list-style-type: none"> • Widen off ramp from one lane to two lanes. <p><i>Improvements at this interchange are planned but not fully funded as Phase 2 of the Caltrans Airport Boulevard interchange project (#0318). Improvements at this interchange are also included in the City of Salinas TFO (#32 and #38). Payment of the City of Salinas TFO will mitigate cumulative project impacts on this road segment. (DEIR, pp. 3-7, 3-20, 3-25.)</i></p>
<i>Cumulative Impact: Transportation: Roadway Segment: Abbott Street Interchange (Southbound onramp) (Segment #23b).</i> This ramp would operate at LOS D and LOS F during the AM and PM peak hours, respectively. Per Caltrans significance criteria the project would have a significant impact on this road segment.	Mitigation Measure T-2 (TAMC regional development impact fee) would also address this impact.	SU	The City Council has directed that Mitigation Measure T-2 be adopted. Implementation of Mitigation Measure T-2, which has been required or incorporated into the Project, will substantially lessen the severity of a significant effect, will not reduce this impact to a less-than-significant level. Thus, although changes or alterations have been required in, or incorporated into, the Project that substantially lessen, those changes do not avoid, the potentially significant environmental effect associated with this impact. No mitigation is available to render the effects less than

2-104

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
(DEIR, pp. 3-7, 3-20, 3-26.)			<p>significant. The effects therefore remain significant and unavoidable. The City Council concludes, however, that the Project's benefits outweigh the significant unavoidable impact of the Project, as set forth in the Statement of Overriding Considerations.</p> <p>The following improvement is recommended under 2030 cumulative plus project no interchange conditions.</p> <ul style="list-style-type: none"> • Widen onramp from one lane to two lanes. <p><i>Improvements in the TAMC Regional Development Impact Fee Program (#7) include constructing two lane frontage roads on the east and west sides of U.S. Highway 101 from the future Harris Road interchange to Chualar. This would improve traffic operations on U.S. Highway 101 by eliminating minor intersections along the corridor. This road segment is within the responsibility and jurisdiction of Caltrans, and not the City of Salinas. Improvements along this corridor can and should be added to the TAMC Regional Development Impact Fee Program. If they are, payment of the TAMC fee by all developers of individual projects within the Plan Area would mitigate the cumulative impacts of the project on this road segment to a less than significant level. If improvements are not added to the TAMC Regional Development Impact Fee Program prior to the development of the first project within the Plan Area, then all project developers will be responsible for a pro-rata fair-share of the improvements. In that event, because an established improvement program would not exist through which to ensure the construction of such improvements, the payment of fair share fees in and of itself would not be considered effective mitigation to reduce the cumulative impact to a less than significant level. (DEIR, pp. 3-7, 3-20, 3-26.)</i></p>
	No mitigation measures are necessary.	LTS	<p>Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21092; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)</p> <p><i>Cumulative Impact: Water Supply</i></p> <p>The General Plan FER concludes on page 5.5-6 that build out of the General Plan will result in a significant unavoidable impact on the supply and quality of groundwater. The impact results from continued extraction of groundwater from the Salinas Valley Groundwater Basin, which is considered to be in overdraft condition. Continued pumping is also expected to exacerbate water quality impacts from seawater intrusion. Both of these factors call in to question whether an adequate long-term supply of water will be available to serve new development anticipated in the General Plan.</p> <p>Build out of the Plan Area would create demand for groundwater supply from 257 acres of development. As described in the WSA, conversion of the Plan Area from agricultural use to urban use would incrementally reduce groundwater demand</p>

2-105

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
by approximately 139 acre-feet per year. This is a positive effect of the proposed project. Continued extraction from a groundwater basin in overdraft is of concern for its potential to exacerbate groundwater supply and quality impacts related to seawater intrusion; however, as discussed in DEIR Section 2.11, Water, the MCWRA will complete implementation of the Salinas Valley Water Project in about April of 2010. That project will halt the exacerbation of seawater intrusion resulting from continued pumping of the affected aquifers and bring the Salinas Valley Groundwater Basin into hydrologic equilibrium over the period to the year 2030; overdraft of the groundwater basin would therefore be avoided.	The Salinas Valley Water Project was designed based on assumptions about population growth and land use changes to the year 2030. The MCWRA assumed that over this period, approximately 29,300 acres of undeveloped land would be converted to urban use. The proposed project is characteristic of the types of urban development assumed. Hence, the water demand effects of the proposed project are assumed to have been indirectly considered in the design of the Salinas Valley Water Project. Implementation of that project is considered to be mitigation for the project level and incremental cumulative effects of Plan Area build out on groundwater availability and quality impacts related to seawater intrusion. Therefore, the proposed project would have a less than cumulatively considerable impact on groundwater resources and groundwater quality.	LTS	Under CEQA, no mitigation measures are required for impacts that are less than significant. (Pub. Resources Code, § 21002; CEQA Guidelines, §§ 15126.4, subd. (a)(3), 15091.)
<i>Cumulative Impact: Sanitary and Industrial Wastewater</i>	No mitigation measures are necessary.		No Impact = NI Less than Significant = LS Significant = CS Cumulative Significant = CS Unavoidable = SU Potentially Significant = SU

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<p>of sanitary wastewater conveyance mains and an upgrade of an existing pump station are needed to accommodate increased flows from the Plan Area. These improvements are considered sufficient to mitigate both project specific effects and its incremental cumulative effects on the City's ability to provide conveyance services.</p> <p>As described in DEIR Section 2.12, Sanitary and Industrial Wastewater, improvements to the City's industrial wastewater conveyance and treatment facilities will be needed to accommodate increased demand generated at General Plan and Plan Area build out. With planned expansion, the City expects that its industrial wastewater treatment facilities will have capacity to treat 8.0 to 10.0 mgd of industrial wastewater discharges on an average daily basis during the high use months when customer facilities are in operation (Camp Dresser McKee, page 1-3). The proposed project's industrial wastewater generation would comprise approximately 24 to 30 percent of the total treatment capacity required at build out of the General Plan and the Plan Area. Developers of individual projects within the Plan Area will be required to pay industrial wastewater improvement fees and/or construct industrial wastewater improvements as required at build out of the General Plan and the Plan Area. Developers of individual projects within the Plan Area will be required to pay industrial wastewater improvement fees and/or construct industrial wastewater improvements consistent with recommendations identified in the City of Salinas Industrial Wastewater System Conceptual Approach for System Expansion - Final Summary Report. Payment of fees and/or construction of improvements as required would mitigate the impacts of the proposed project on the City's ability to develop and provide industrial wastewater treatment services to the Plan Area.</p> <p>Construction needed to replace/upgrade of portions of the City's conveyance system to accommodate cumulative demand will likely take place within existing road rights-of-way and/or existing conveyance line easements (within existing developed areas). Further, the construction process would be short-term. Given these factors, it is not expected that the indirect environmental effects created by such construction will be significant and unavoidable. (DEIR, pp. 3-28 to 3-30.)</p> <p><i>Cumulative Impact; Noise</i></p> <p>The General Plan FEIR includes an analysis of noise issues on pages 5.3-1 through 5.3-16. The</p>	<p>No mitigation measures are available.</p>	SU <td data-bbox="1484 160 1492 2001">The City Council finds that no feasible mitigation is available to address this significant cumulative noise impacts. This impact is considered to be unavoidable as no feasible mitigation has been identified to reduce it. It is, for instance, infeasible to</td>	The City Council finds that no feasible mitigation is available to address this significant cumulative noise impacts. This impact is considered to be unavoidable as no feasible mitigation has been identified to reduce it. It is, for instance, infeasible to
No Impact = NI	Less than Significant = LS	Significant = CS	Cumulative Significant = S
		Potentially Significant = SU	

2-107

ENVIRONMENTAL IMPACT (SIGNIFICANCE BEFORE MITIGATION)	MITIGATION MEASURES	LEVEL OF SIGNIFICANCE AFTER MITIGATION	FINDINGS OF FACT
<p>potential cumulative noise concern at issue is the proposed project's contribution to cumulative traffic levels. The General Plan FEIR concludes that traffic volumes generated at build out of the General Plan would result in significant unavoidable noise impacts. This occurs because traffic generated noise levels would exceed the City's exterior noise exposure standards on roadways in certain portions of the City along which noise sensitive residential, school, and other uses are located.</p> <p>By adding significant traffic to the City's road network, the proposed project would contribute to increased noise levels along roadways where noise volumes would already exceed exterior noise exposure standards at noise sensitive uses. This is true, for example, on East Ronnie Lane where General Plan build out noise levels would exceed acceptable standards at existing residential uses. The proposed project would create increased traffic volumes on this roadway relative to that projected under General Plan build out. For this reason, the proposed project is considered to have cumulatively substantial noise impacts. (DEIR, pp. 3-30 to 3-31.)</p>			<p>structurally retrofit all of the adversely affected noise sensitive uses to reduce impacts to a less than cumulatively considerable level. (DEIR, pp. 3-30 to 3-31; General Plan EIR pp. 5.3-11 to 5.3-13.)</p>

2-108